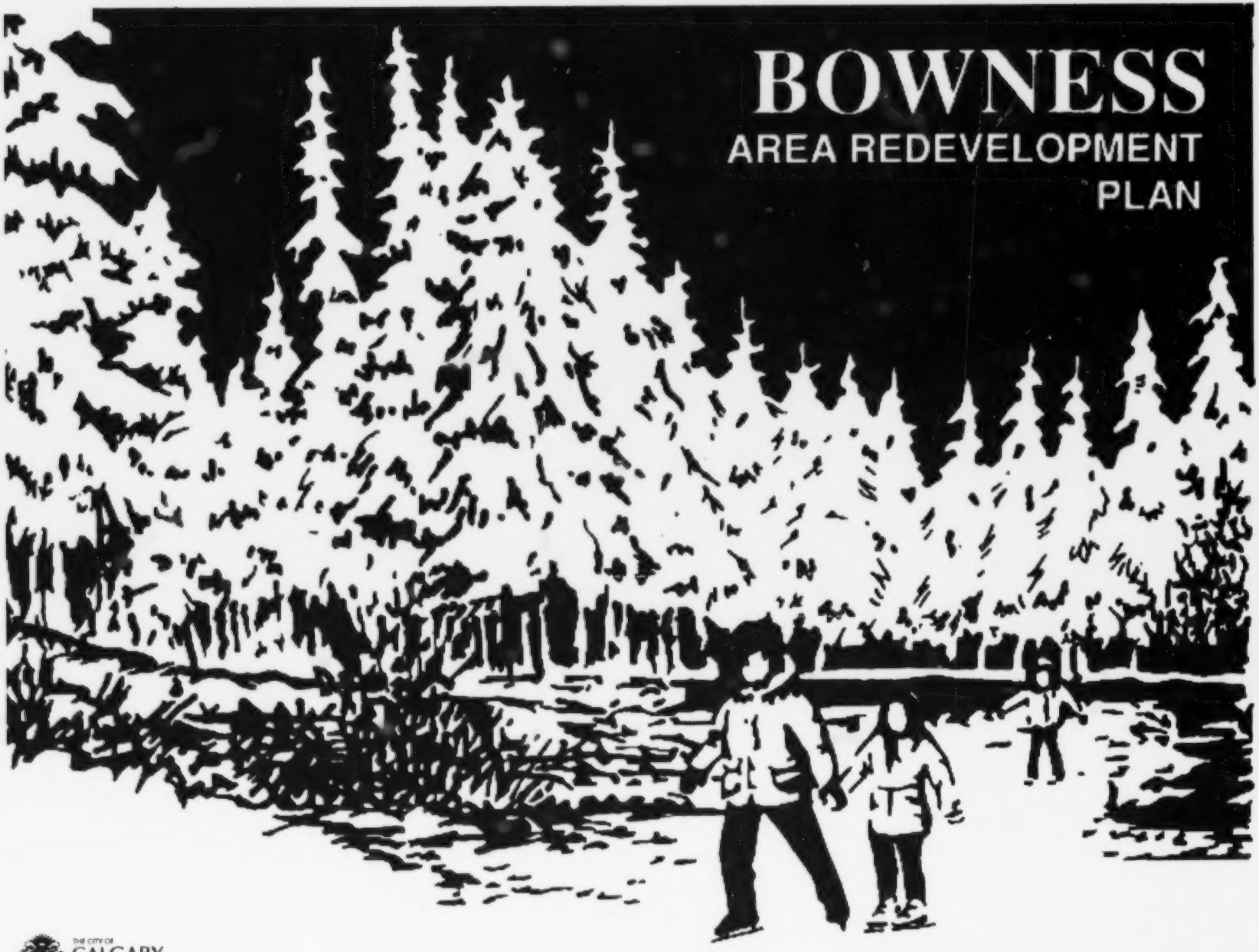
BOWNESS
AREA REDEVELOPMENT PLAN



THE CITY OF
CALGARY
PLANNING & TRANSPORTATION POLICY

AMENDMENTS SUMMARY SHEET

Bowness ARP 7P95

#	BYLAW #	APPROVAL DATE	DESCRIPTION
1	10P97	April 1997	Section 8 Policies Bowness Mall
2	22P97	Nov 1997	Section 7 Policy 8a
3	14P2001	July 2001	Replace Map 6
4	23P2002	December 2002	Section 7 Policy 6b

Office Consolidation
January 2000
March 2002

BE
~~03 July 2002~~
Jan 29/03

BYLAW NO. 23P2002

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE BOWNESS AREA REDEVELOPMENT PLAN BYLAW 7P95

* *

WHEREAS it is desirable to amend The Bowness Area Redevelopment Plan Bylaw Number 7P95, as amended;

AND WHEREAS Council has held a public hearing as required by Section 692 of the Municipal Government Act, RSA 2000, c.M-26, as amended;

NOW THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

1. This Bylaw may be cited as "The Bowness Area Redevelopment Plan Amendment No. 4 Bylaw".

2. The Bowness Area Redevelopment Plan attached to and forming part of Bylaw 7P95, is hereby further amended as follows:

   After the sentence "Front yards should be used as landscaped areas and not for parking or passenger drop-off areas, except where there is no rear lane." contained in Section 7 Policy 6 b, the following shall be added:

   "Where a development permit is required for an addition or redevelopment of an existing residential building, existing front driveways may be retained on lots with rear lane access provided that:

   i) the subject lot has a minimum frontage of 10.7 metres; and
   ii) the majority of the lots on the block face, including the subject lot, have front driveways.

   In no case shall a driveway that accommodates a single vehicle be expanded to accommodate two or more vehicles. In situations where the Development Authority has authorized the retention of an existing front driveway, a garage that does not extend beyond the front façade of the house may be incorporated into the design for the redeveloped lot."

3. This Bylaw shall come into force on the date it is passed.

READ A FIRST TIME THIS 9th DAY OF DECEMBER, 2002.

READ A SECOND TIME THIS 9th DAY OF DECEMBER, 2002.

READ A THIRD TIME THIS 9th DAY OF DECEMBER, 2002.

MAYOR

DATED THIS 9th DAY OF DECEMBER, 2002.

ACTING DEPUTY CITY CLERK

103-05852/

OFFICE CONSOLIDATIONS

January 2000, March 2002, April 2003

The Blue Pages of this document contain supporting information and do not form part of the bylaw.
For the purposes of electronic publications the Blue Pages are identified by the footer "Blue Pages - Supporting Information".

BOWNESS

Bylaw 7P95
Approved December 1995

AREA REDEVELOPMENT PLAN

THE CITY OF CALGARY
PLANNING & TRANSPORTATION POLICY

NOTE: This office consolidation includes the following amending Bylaws:

Amendment	Bylaw	Date	Description
1	10P97	1997 April 14	Replace text of fourth bullet of Section 8 Bowness Mall, Policy 1
2	22P97	1997 November 24	Change text of Section 8, Policy 8a Residential Land Use
3	14P2001	2001 July 23	Replace Map 6 (65Z2001)
4	23P2002	2002 December 9	Add text to Section 7, Policy 6b

Amended portions of the text are printed in italics and the specific amending Bylaw is noted.

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and all amendments thereto are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

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BOWNESS AREA REDEVELOPMENT PLAN

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BOWNESS AREA REDEVELOPMENT PLAN

1. PREFACE

What is an Area Redevelopment Plan?

Area Redevelopment Plans (ARPs) are planning documents which set out comprehensive land use policies and other proposals that help guide the future of individual communities. An ARP supplements the Calgary Land Use Bylaw (2P80) by giving a local policy context and specific land use and development guidelines on which the Approving Authority can base its judgement when deciding on development proposals. While land use districts (zones) and their accompanying rules under the Land Use Bylaw apply uniformly throughout the city, an ARP provides a community perspective to the land use districts within that community. An ARP also provides guidance for the City in undertaking improvements and programs relating to a community.

The planning horizon of the Bowness ARP is 10-15 years. However, the planning period may vary in relation to the general growth trends within the city or to certain specific trends in Bowness. It is important, therefore, that an evaluation of the effectiveness of the ARP in meeting its objectives, be undertaken when circumstances warrant.

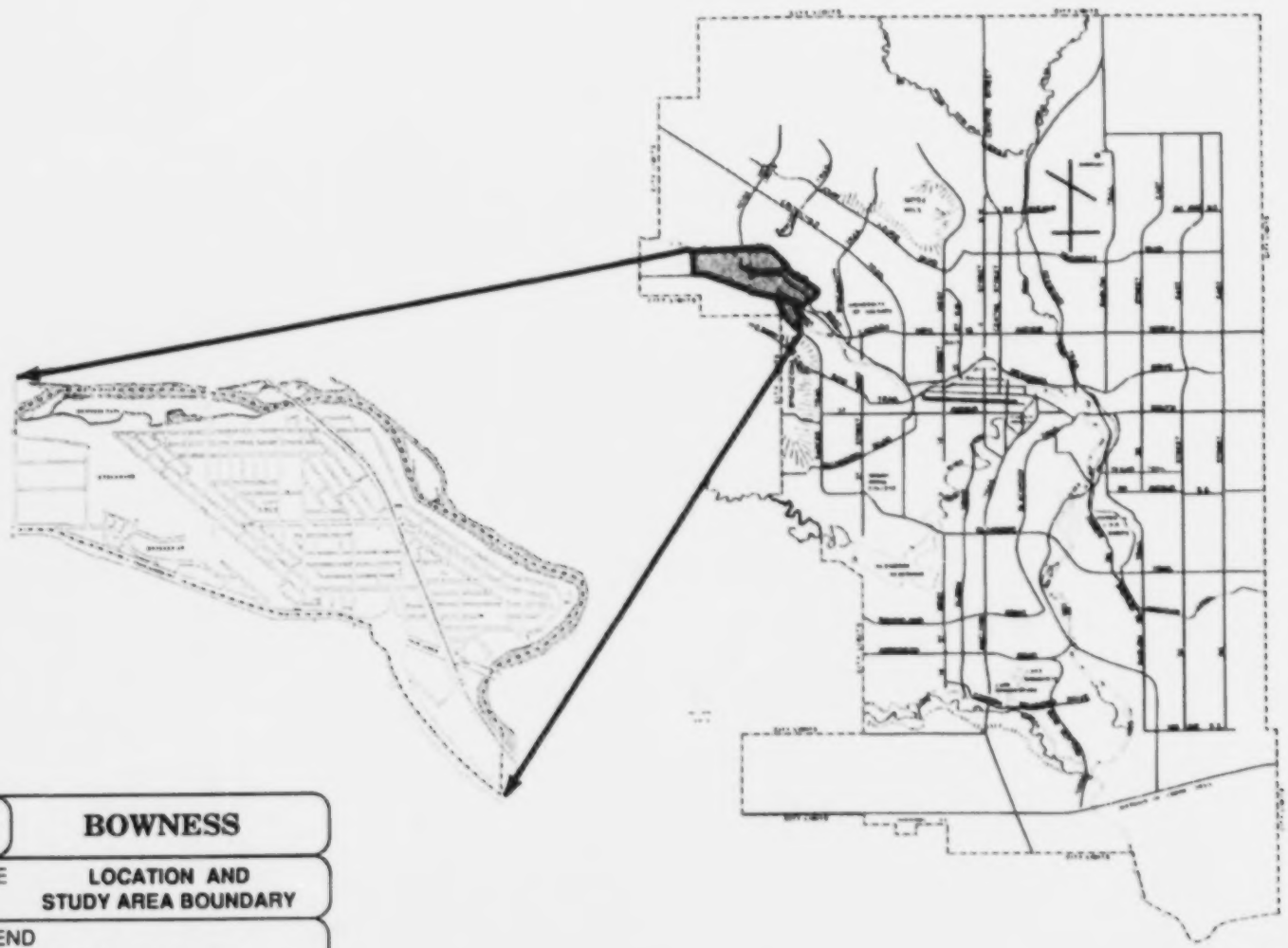
Format of the Area Redevelopment Plan

The ARP is made up of the white pages only in this document. The white pages are adopted as a bylaw by City Council. Any changes to the policies or substantive changes to the implementation actions included in the white pages require an amendment to the ARP bylaw with a public hearing and advertising requirements as set out in the Planning Act. The blue pages contain the background, supporting information, community point of view and appendices and have no legal status.

Study Boundaries

The Bowness community is located on the southwest side of the Bow River in northwest Calgary. As one of Calgary's westerly communities, it is most visible to travellers enroute to Banff or entering Calgary from the west. It is about 690 hectares (1,700 acres), and has 13,036 people (1994 civic census) residing in it.

The Bowness ARP is bounded by the Bow River to the east and north, with the Trans Canada Highway generally forming the southern and western boundaries (Map 1).



MAP 1	**BOWNESS**
TITLE	**LOCATION AND STUDY AREA BOUNDARY**
LEGEND	STUDY AREA BOUNDARY
THE CITY OF CALGARY PLANNING & BUILDING DEPARTMENT	DATE: DEC 1994

Availability of Municipal Funds for Improvement Projects

Municipal public facilities and improvements proposed in this ARP are subject to the City's capital budget priorities and approval process. Programs recommended in this Plan will be evaluated in relation to the needs of other communities and in relation to city wide spending priorities. Other forms of implementation, such as a variety of planning approvals, are not affected by capital budgets and therefore are expected to occur when applications are received.

Summary of Policies

The key strategies of the Bowness ARP are summarized below. For the precise wording, please refer to the appropriate section of the ARP.

If there are different interpretations between this summary and the policies of the ARP, the actual policies of the ARP will take precedence.

The vision statement, "To ensure all existing and new development contributes to the enhancement of Bowness as a unique community with its own small town history and spirit." outlines succinctly some of the basic directions of the following policies. The policies outline a combination of qualitative directions and improvements along with a notion of scale.

1. Environmental

   Bowness has numerous natural features that are attractive. A number of policies are directed at protecting and preserving these areas. Other policies are directed to sites that may have been contaminated in the past. Lastly, floodway/ floodplain policies are outlined.

2. Social Issues

   Social policies are aimed at strengthening the social network as well as outlining the willingness of the community to be part of that broader social responsibility.

3. Heritage Conservation

   These policies are intended to draw attention to both potential heritage structures and their surrounding landscapes.

4. Transportation

   Transportation issues are one of the primary concerns of the community. Given that the GoPlan findings are not yet fully resolved, there are policies that can be viewed as triggers for when those issues are resolved.

   Policies have also outlined preferred directions, with a focus on separating shortcutting traffic from local traffic.

5. Residential Land Use

The majority of residential land use is placed in a conservation and infill policy, which will maintain Bowness' role of a low density family oriented community. Other lands are in a policy grouping which allows for low to medium density multi-dwellings.

Another major thrust of the residential policies is to encourage, through a variety of ways, increased maintenance of properties.

6. Commercial Land Use

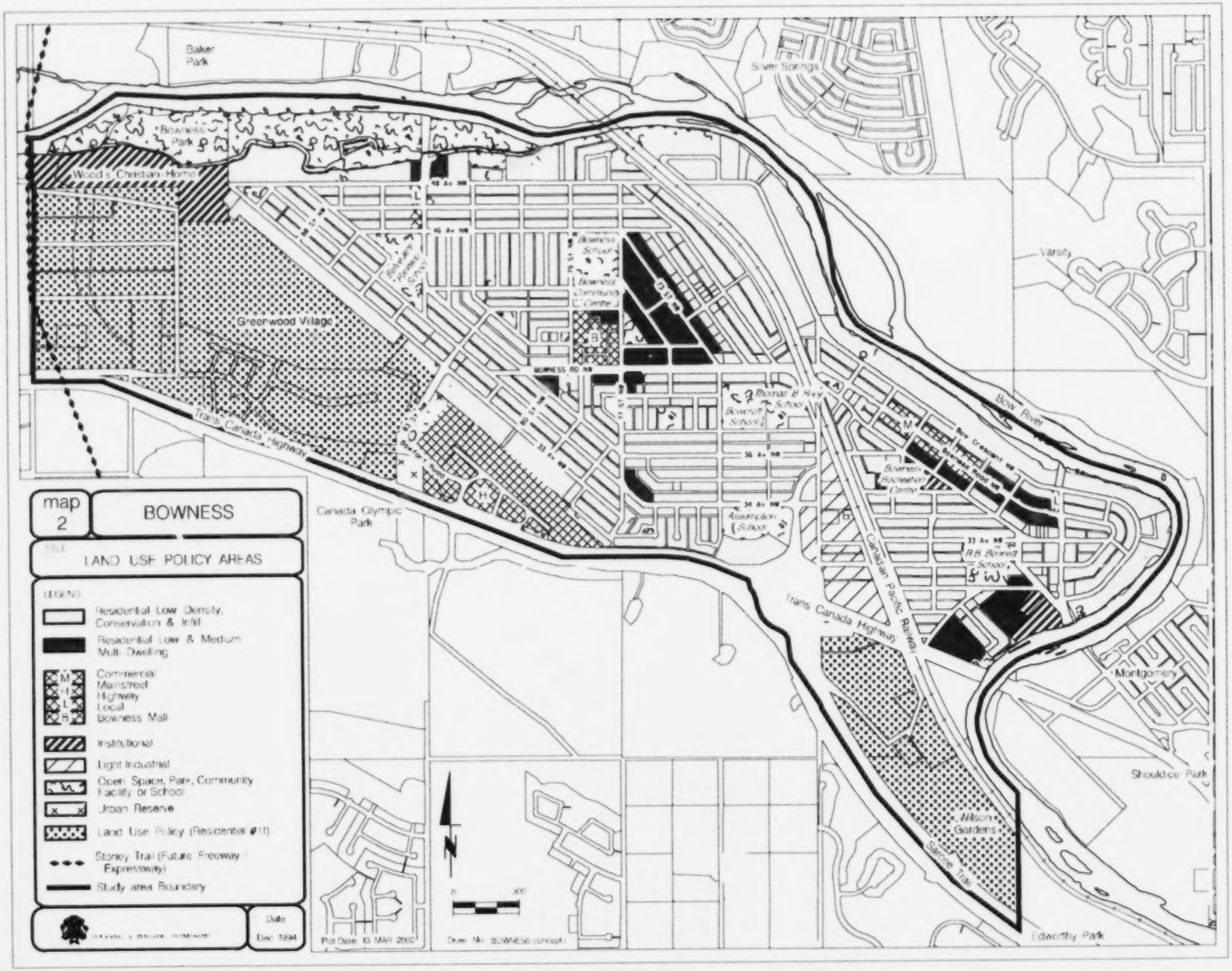
Four types of commercial land uses were identified in this section. Mainstreet, along Bowness Road has policies which will encourage appropriate redevelopment, along with upgrading plans for the public areas. Bowness Mall has policies which support its neighbourhood functions and also allow for some residential uses. The highway commercial uses along Trans Canada Highway are re-affirmed, as are most of the local commercial uses.

7. Industrial Land Use

The area around Sunnyside Greenhouses has been identified as suitable for light industrial uses, and policies outline how such uses can be of benefit to the community.

8. Open Space & Recreation

The primary direction of these policies is to recognize and maintain the natural attributes of Bowness. With regard to Bowness Park, policies outline how, from a community perspective, the park could evolve. Selective upgrading of local parks is also outlined.


map 2
BOWNESS
LAND USE POLICY AREAS
LEGEND
Residential Low Density, Conservation & Infill
Residential Low & Medium Multi-Dwelling
Commercial
Mainstreet
Highway
Local
Bowness Mall
Institutional
Light Industrial
Open Space, Park, Community Facility or School
Urban Reserve
Land Use Policy (Residential #11)
Stoney Trail (Future Freeway / Expressway)
Study area Boundary
Date
Dec 1994
Baker Park
Silver Springs
Bowness Park
Wood's Christian Home
Greenwood Village
Varsity
Bow River
Trans Canada Highway
Canada Olympic Park
Canadian Pacific Railway
Montgomery
Shouldice Park
Wilson Gardens
Sarcee Trail
Edworthy Park
Bowness School
Bowness Community Centre
Thomas B. Riley School
Bowcroft School
Assumption School
Bowness Recreation Centre
R.B. Bennett School
Bowcroft Road
Bowness Road
Bow Crescent NW
Bowness Road NW
Plot Date: 13 MAR 2002
Draw No. BOWNESS concept

2. GOALS

Context

In 1911, John Hextall, the owner of the land which is now known as Bowness, decided to develop a high class bedroom community close to Calgary. He subdivided the land into one acre lots, established a waterworks system and brought in a gas line. He also established a relationship with Calgary by providing the land which is now known as Bowness Park and a bridge over the Bow, in return for Calgary extending its street car line. However, the land boom collapsed at the onset of World War 1, and did not start to recover for 30 years, until the end of the Second World War.

During this period Bowness changed very little and, by 1946, only had 650 residents. However, by 1954 its population had increased 780%, to a total of 5,068. Ten years later, the Town of Bowness, now totalling about 9,700 people, requested that City of Calgary annex it. Bowness continued to grow during the next 29 years, with the exception of the period 1983-86. Its population as of 1994 was 12,110.

Vision Statement

To ensure all existing and new development contributes to the enhancement of Bowness as a unique community with its own small town history and spirit.

Goals

1. Implement the policies of the Calgary General Municipal Plan, the Long-Term Growth Management Strategy and other city-wide approved policy documents in a manner that is sensitive to the goals and objectives of the Bowness community.

2. Encourage a diversified population mix, along with a range of residential, commercial, and social facilities to accommodate such a mix, in keeping with the small town atmosphere of the community.

3. Encourage any necessary modifications to the community's transportation system that will move regional traffic onto existing and future major transportation corridors.

4. Provide residents of Bowness with the skills, methods and opportunities to actively and effectively participate in the development of their community.

5. Ensure adequate public consultation occurs whenever changes or impacts within the community are contemplated.

6. Ensure all forms of environmental maintenance and enhancement are used in a manner that protects and preserves the natural attributes of the community.

7. Ensure all natural areas are used in a manner that embraces their natural beauty and ecological benefits.

8. Work towards creating more self-sufficiency within the community in terms of employment, services, and shopping.

9. Retain and enhance the low density residential character of Bowness.

10. Encourage rehabilitation and renovation of existing structures wherever feasible.

3. ENVIRONMENTAL POLICIES

Context

Recent years have seen a heightened public awareness and growing concern about the environment and related public health issues. This change in societal values and attitudes has led to a greater public demand for a better quality of life, a better quality environment, and renewed interest in our ecological and cultural heritage.

To this end, the ARP identifies areas of environmental concern, encourages compliance with acceptable environmental practices, and requires that environmental reviews or mitigative measures be undertaken to address problem areas, such as the redevelopment of contaminated sites or damage to natural areas.

Objectives

1. Address and integrate environmental and potential contamination issues as part of the land use and development approval process.

2. Identify environmental constraints affecting the community.

3. Maintain and enhance the distinctive character of the riverine environment and its associated landscape.

Policies

1. The policies of the Calgary River Valleys Plan and the provisions of Section 19.1. (Floodway and Floodplain Special Regulations) of the Land Use Bylaw 2P80 are to be adhered to for a new development or redevelopment adjacent to the Bow River.

2. Major natural areas, including the banks of the Bow River and adjacent escarpments within the community should be protected, rehabilitated or reestablished to support the natural landscape and ecosystem. When such areas are affected by the construction of public facilities and utilities (for example, a new stormwater outfall to the Bow River), roadways, or other related activities (including maintenance and dredging), environmental damage should be minimized through appropriate mitigative measures, to the satisfaction of the Approving Authority. Mitigative measures employed must be environmentally sensitive and as aesthetically pleasing as possible with regard to materials and techniques used.

3. An environmental assessment, in accordance with the provisions of the Alberta Environmental Protection and Enhancement Act, shall be prepared for any development or construction of public facilities and utilities, roadways, or other related activities, affecting groundwater, the river edge environment and the escarpment. The terms of reference should include provisions that would minimize the impact on the environment, in particular water quality of the Bow River.

4. Potential ground or groundwater contamination, from past industrial, service station or other commercial uses, should be assessed where potential problems have been identified or are suspected.

5. The owners of privately held land (Map 3, Page 26) that has been identified as natural habitats in the Calgary Parks & Recreation Natural Areas Management Plan, the Calgary River Valleys Plan or the Urban Parks Master Plan should be encouraged to preserve and protect those lands. Publicly owned lands that are disturbed should be rehabilitated. Management of the City owned land should follow the guidelines of the Natural Areas Management Plan.

6. Any new development or redevelopment adjacent to an existing escarpment (for example, development above the 33 Avenue escarpment) should provide the 60 foot (18 metre) development setback from the top of the escarpment, or a slope stability setback line as determined by a qualified engineering consultant and approved by the City Engineer, whichever setback is greater. The setback area should apply to parking areas as well as buildings. Appropriate measures should be employed by the applicant to prevent erosion or seepage impacts on slope stability, to the satisfaction of the Approving Authority.

7. The actual escarpment areas along 33 Avenue and 83 Street (Map 3, Page 26) should be preserved in their natural state.

Implementation

1. Prior to redevelopment of any site where potential contamination has been suspected or identified, an environmental assessment, prepared by a qualified consultant, may be required by the City Engineer during the land use redesignation and development permit process. This assessment will be forwarded to Alberta Environmental Protection, Calgary Health Services, or any other appropriate agency to ensure that the site is suitable for the intended use.

2. Owners of land identified in Policy #5 should be contacted and given information that will firstly make them aware of the uniqueness of this property, and secondly information that will assist in restoration of the natural habitat.

4. SOCIAL

Context

The incidence of special needs in a community is a reflection of its requirements for social programs. Bowness is above the city average in the following special needs areas:

- single parent families;
- low income households;
- unemployment, particularly youth;
- selected crimes; and
- number and concentration of special care facilities.

Some of the social problems, identified by the community during the preparation of the ARP, include:

- a concern with the rate of crime;
- insufficient recreation facilities and programs (especially for teenagers);
- insufficient staff to service the community's social service needs;
- the need for a walk-in crisis clinic;
- the overall number and concentration of special care facilities (for example, halfway houses); and
- the need to find a more permanent and central location for many of the social support agencies serving Bowness.

Objectives

1. Promote community well-being by providing affordable and accessible services, job creation initiatives, and community based support and self-help initiatives.

2. Identify community and crime related problems and address these problems through a range of support services.

3. Encourage public and private agencies and community based groups, involved in service delivery, to share the use of facilities where possible.

4. Address the problems experienced by youth, including unemployment.

Policies

1. The Social Services Department should continue to identify and assess community needs, and assist groups in the development of community based programs. Where appropriate, additional community based programs should be developed to address identified needs (for example, youth centre).

2. Programs and services should foster collaborative efforts to strengthen community involvement and participation, as do the Bowmont Interagency Network and the Community Action Team.

3. The concept of a centralized multi-service centre within Bowness should be explored in order to make these services more identifiable and accessible to local residents.

4. The need for a youth centre should be explored. Funding opportunities for a centre which would address health, recreational, social, and employment needs of area youth should be pursued. Programs should be developed collaboratively by public and private agencies, the community, and client groups.

5. The need for an employment counselling and resource centre in Bowness should be examined. The purpose of such a centre would be to:

   - coordinate and integrate agencies and organizations currently providing services;
   - match local job opportunities with residents seeking employment;
   - provide employment counselling, educational upgrading, and skill training courses; and
   - develop local job creation initiatives.

   Funding opportunities to establish the employment resource centre should be pursued by local businesses and public/private agencies operating in Bowness.

6. To provide for the social and physical integration of special care facilities into the community, any new facility should demonstrate that it:

   - provides for a wider diversity of care facilities than presently exists in the community (for example, hospice, women's shelter);
   - meets a demonstrated local need; and
   - where possible, does not result in a concentration of any specific kind of special care facility within any one area of the community.

Implementation

1. The Social Services Department will continue to assist the community and work with other public and private groups to address the social needs of Bowness residents (for example, youth centre). The Department will maintain a physical presence in the community.

2. The Social Services Department will continue to consult with and coordinate other agencies and support groups in the provision of social services.

3. The Social Services Department, in consultation with other community agencies and community-based support groups, will examine the need for a central multi-service facility.

4. The need for a community development worker in the Bowness community should be explored by the Social Services Department.

5. The Social Services Department, Calgary Police Service, and Calgary Parks & Recreation will assist representatives from local area schools, local businesses, and other agencies, working with area youth, in their efforts to establish the youth centre, outlined in Policy #4.

6. The Calgary Police Service should continue to support the Block Watch program and other community efforts to increase personal security in the community.

5. HERITAGE CONSERVATION

Context

There are currently two sites in Bowness designated under the Alberta Historical Resources Act. In addition, there are ten potential heritage sites considered to be of municipal interest. The sites and their locations are identified in the Supporting Information of this ARP.

Objectives

1. Identify and preserve historically significant resources, such as the **Shouldice Bridge** and associated landscapes, as well as the Provincial Historic Resource, the **Wood's Douglas Fir Tree Sanctuary**. (Also see Environmental Policy #2.)

2. Encourage the conservation of the community's heritage resources, including natural and man-made landscapes, through sensitive renovation and adaptive re-use.

Policies

1. The City of Calgary Heritage Advisory Board should encourage the conservation of significant heritage resources in the community.

2. Potential heritage structures should be renovated in a manner consistent with the original character.

3. Renovation and new construction adjacent to potential heritage resources should be designed and sited to respect the integrity of the adjacent development.

Implementation

1. Sites designated under the Alberta Historical Resources Act shall be governed by provisions of that Act. The City will work with the Community Association and property owners in encouraging the designation of other significant heritage resources.

2. Additions and alterations to potential heritage structures or their associated landscapes should be evaluated in terms of retaining the integrity of the specific housing styles and characteristic details.

3. The Community Association, in consultation with the Planning & Building Department, should continue to identify heritage resources within the community.

4. Owners of potential heritage sites should be contacted to advise them of the special nature of their properties.

6. TRANSPORTATION

Context

Bowness is well-served by a hierarchy of roads. It has the Trans Canada Highway as a freeway/ expressway along its southern boundary and Bowness Road as a major roadway through the centre of the community. 83 Street NW, 77 Street NW and 34 Avenue NW serve as major connections to the Trans Canada Highway and Sarcee Trail respectively. The designated collector streets in the community are connected to the major roads and have transit service.

There are constraints in the road network that have contributed to some community traffic problems. There are only four access points for the community and two of these serve as key crossings of the Bow River. Hence, many commuters from other communities must drive through a portion of Bowness to reach their destination. The lack of alternate high standard crossings of the Bow River and the continued growth in the northwest sector of the city are important considerations.

There is one scheduled major transportation improvement in the general area that would affect Bowness. The City of Calgary and the Provincial government are currently constructing a segment of the Stoney Trail, which will link the Trans Canada Highway to Crowchild Trail North. This roadway link will be located to the west of Bowness and will be an expressway/freeway standard facility. The initial stage is currently scheduled for construction in 1994 through 1997.

In general, the key transportation issues for Bowness include:

1. Traffic impacts from developable lands surrounding Bowness.

2. Shortcutting and related traffic problems in the community attributed to downtown commuters and northwest motorists destined to and from the Trans Canada Highway.

3. Concerns about proposed and planned future major transportation facilities that affect the community.

4. Concerns about pedestrian and traffic safety at various locations within the community with a specific concern for children in the vicinity of schools, parks, and child care facilities.

5. Appropriateness and necessity of road widening setback requirements for portions of Bowness Road, 83 Street, and 85 Street.

6. Whether the Sarcee Trail Expressway Extension is required, long term impacts of building it, and if it is not to be built, what to use the land for. (The community historically and still today opposes the extension through Bowness.)

7. Improvements, if any, to the Bowfort Road and Trans Canada Highway interchange. (The community historically and still today opposes a grade separated solution.)

Objectives

1. Discourage non-local traffic from using internal community streets.

2. Address pedestrian and bicyclist safety concerns, with an emphasis on children in the vicinity of schools, parks, and child care facilities.

3. Ensure access and circulation to and from the business area of Mainstreet Bowness.

4. Address concerns regarding local impacts of regional facilities such as parks and transportation systems.

5. Support the use of public transit.

Policies

1. To accommodate community and city-wide mobility needs, the expressway/freeway, major and collector roadways should retain their existing classifications until the GoPlan completes its review of the Transportation System Bylaw and has evaluated the status and requirements of the road network. Following the adoption of a new Transportation System Bylaw, a community traffic study focusing on road classifications should be undertaken. Until such time, classifications are as follows:

   Expressway/Freeway

   * Sarcee Trail North
   * Trans Canada Highway
   * Stoney Trail North

   Major Roads

   * Bowfort Road NW between 83 Street NW and Trans Canada Highway
   * Bowness Road NW between the Bow River and 85 Street NW
   * 83 Street NW between Bowness Road NW and Bowfort Road NW
   * 85 Street NW between Bowness Road NW and Bow River
   * 77 Street NW between Bowness Road NW and 34 Avenue NW
   * 34 Avenue NW between Sarcee Trail North and 77 Street NW

   Collector Streets

   * 32 Avenue NW between 63 Street NW and 69 Street NW
   * 33 Avenue NW between 63 Street NW and Bowness Road NW
   * 46 Avenue NW between 77 Street NW and 85 Street NW
   * 48 Avenue NW between 85 Street NW and 34 Avenue NW
   * 63 Street NW between 32 Avenue NW and 33 Avenue NW
   * 69 Street NW between 32 Avenue NW and 34 Avenue NW
   * 77 Street NW between Bowness Road NW and 46 Avenue NW

2. With the completion of the findings of the GoPlan and the adoption of a new Transportation System Bylaw, the Sarcee Trail Extension right-of-way was identified as not being needed. If disposition is to occur, a planning study with full public participation should occur prior to any actual disposition being carried out.

3. At such time that a new grade separated traffic interchange at Trans Canada Highway and Bowfort Road is contemplated as being required (i.e., indicated as a priority in the Transportation Improvement Priority Study (TIPS), the Bowness Community Association and local residents be consulted on the development of detailed plans for the interchange and approach roads, with particular reference to eliminating shortcutting traffic generated by this interchange through the Bowness community, and that a report documenting the results of such consultation be presented through the S.P.C. on Transportation, Transit and Parking to City Council prior to any interchange being included either in the five or ten year City capital budget program.

4. Should the road widening setback requirements not be required, they should be removed from the Land Use Bylaw (83 Street from Bowness Road to 33 Avenue and 85 Street from Bowness Road to 48 Avenue NW).

5. The possible relocation of a segment of the existing on-street bikeway that presently runs along Bowness Road NW from 65 Street NW under the CPR underpass and along 70 Street NW to 48 Avenue NW to a safer route with a simpler and more continuous alignment along Bow Crescent NW should be investigated.

6. Cycling and pedestrian pathways should be further integrated into the existing transportation network in a safe and efficient manner.

7. Adequate signage should be provided to ensure cyclists can follow the approved routes.

8. Future east-west pathway linkages to Greenbriar and Valley Ridge shall circumnavigate the Douglas Fir Historic Site and the privately owned escarpment lands to the south of 33 Avenue NW.

9. The Stoney Trail and associated bridge is viewed as a positive addition to the transportation network, as it will provide commuters with an alternate to shortcutting in Bowness. As such, this Plan supports its early construction.

Implementation

1. Within 12 months of the opening of the Stoney Trail Bridge, the Transportation Department, in consultation with the community and Ward Alderman, will prepare a report to City Council addressing:

   a. removal and potential disposal of road widening setbacks and other mitigative measures for the roads identified in Policy #4;

   b. road classifications for Bowfort/83 Street and 34 Avenue.

2. A review will be undertaken of the existing on-street bikeway system in the vicinity of 33 Avenue NW in the northwest portion of the community to simplify the network and to use streets with low traffic volumes. This review will commence pending the outcome of the results of a community-wide traffic study which could have implications on the use of several roadways in the vicinity.

3. The Transportation Department in consultation with affected residents will consider improvements to:

   a. 46 Avenue and 83-81 Street;

   b. 77 Street and 34 Avenue;

   c. 34 Avenue/Sarcee;

   d. Scout Hall shortcutting.

7. RESIDENTIAL LAND USE

Context

In 1911, a developer named John Hextall envisaged the area now known as Bowness as a high class bedroom community within reasonable travelling distance from Calgary. As such, it evolved as a separate town until its annexation to Calgary in 1964. It still maintains a small town image as its location is well defined by natural boundaries. Much of the town developed in the period from 1950-1969. Today, low density residential development rings the community with higher density uses located in the core. The high density uses were the result of government initiatives of the 1960's and 1970's. Today, a trend to renovate single-detached houses is much in evidence in Bowness.

About two thirds of the community is designated (zoned) for residential uses, with the vast majority of that being for low density uses. Presently, there are just over 5,500 dwelling units in Bowness. Residential development has been active, with $25 million worth of permits being issued from 1985 to 1992. Given the present zoning, an additional 1,800 units could be added to the present stock, if all sites were developed to their maximum density potential. It should be noted that this figure is considered theoretical and unlikely to occur.

In looking at the amount of land dedicated to residential land uses, and the potential to increase the housing stock by about one third, it becomes very important to determine how these increases can be a positive change for the community.

A 1989 survey of residents indicated that, of the ten top reasons for liking Bowness, seven of them related to the general location of Bowness being close to amenities. The other three reasons related to the neighbourhood itself, that it was quiet, safe, and affordable. Therefore, residential land use policies should ensure that the quality of amenities is protected and enhanced and Bowness remains a quiet, safe, and affordable community to live in.

In the same survey, 80% of respondents indicated they plan to remain in Bowness. The two most frequently stated reasons that might prompt a move, out of Bowness, were the need for a larger home and the noise and appearance of the neighbourhood. Residential policies should address these concerns as well.

Objectives

Prime Objective

1. Ensure all existing and new residential development contributes to the enhancement of Bowness as a unique community with its own small town history and spirit.

Secondary Objectives

2. Preserve and enhance Bowness as a viable, safe, and liveable residential community.

3. Protect and enhance the quality of life in the community, in terms of its physical character and amenities.

4. Promote land use stability through the preservation and rehabilitation of existing low density residential housing while accommodating compatible renovations and new infills of similar density and form.

5. Ensure that new developments provide an attractive residential environment with adequate parking, landscaping, and amenities.

6. Maintain and provide within the community a variety of housing types capable of accommodating different age groups, household types, and income levels.

Policies

General

1. Retain the traditional role and function of Bowness as a low density family-oriented community with its many associated amenities and services.

2. Support a low density residential, conservation and infill policy. The intent is to maintain stability in the community and to protect the existing residential character and quality of the neighbourhood. The current R-1, R-2, and DC (residential) residential land use designations are appropriate (Map 2).

3. In order to maintain the existing sound housing stock and promote stability in the community, areas which are currently designated R-2 may be considered for owner-initiated redesignation to R-1 if such areas can meet City Council's redesignation criteria. (Evaluating Redesignation Applications to Prohibit Small Lot Infill Housing - June 1989.)

4. Discourage redesignation of existing low density residential land to other higher density residential uses to protect and maintain the stability and character of the community. Such redesignations are contrary to this ARP and would require full public review and an ARP amendment concurrent with the redesignation application process.

5. Encourage sensitive infill development and renovations that contribute to the continued renewal and vitality of the community.

6. The following residential development guidelines shall be considered by the Approving Authority when it reviews residential development permits in the study area.

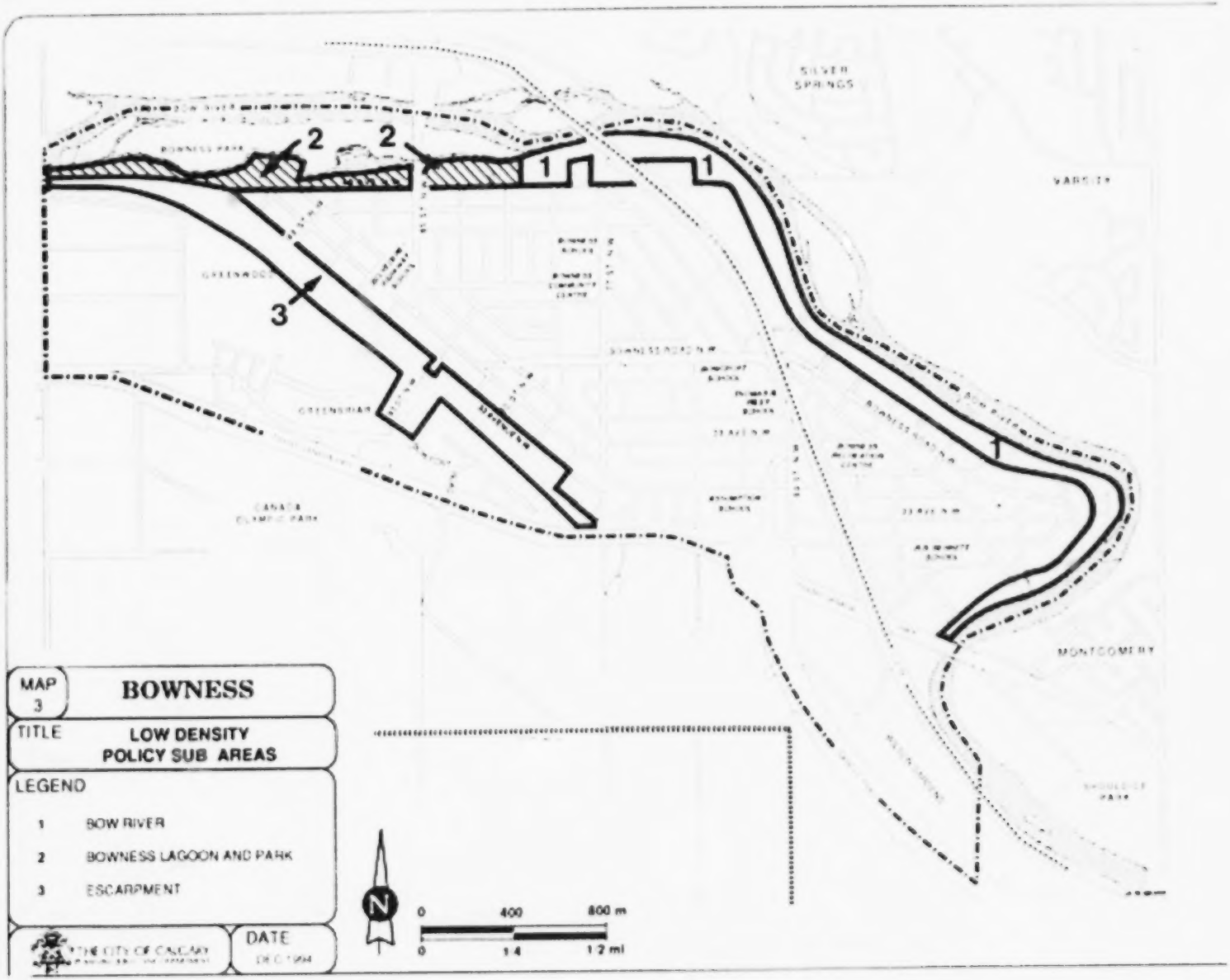
   a. New developments should be compatible with the scale and form of existing and adjacent homes.

      The Approving Authority shall ensure that new developments, or renovations/additions to existing buildings, contain the same standard or quality of facade treatment or of landscaping treatment as is evident in the best examples of local development.

   b. Front yards should be used as landscaped areas and not for parking or passenger drop-off areas, except where there is no rear lane.

      Where a development permit is required for an addition or redevelopment of an existing residential building, existing front driveways may be retained on lots with rear lane access provided that:

      i) the subject lot has a minimum frontage of 10.7 metres; and
      ii) the majority of the lots on the block face, including the subject lot, have front driveways. **Bylaw 23P2002**


SILVER SPRINGS
VARSITY
MONTGOMERY
1
2
2
3
MAP 3
BOWNESS
TITLE
LOW DENSITY POLICY SUB AREAS
LEGEND
1 BOW RIVER
2 BOWNESS LAGOON AND PARK
3 ESCARPMENT
THE CITY OF CALGARY
DATE
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In no case shall a driveway that accommodates a single vehicle be expanded to accommodate two or more vehicles. In situations where the Development Authority has authorized the retention of an existing front driveway, a garage that does not extend beyond the front façade of the house may be incorporated into the design for the redeveloped lot.
Bylaw 23P2002

c. When redevelopment on small lots is considered, to enhance the use of the rear yard as a private amenity space, garages should be located within 9 metres of the lane to prevent tandem parking on long driveways.

d. Private outdoor amenity space should be located in the rear yard where possible. Where this is not possible, such spaces should be screened from public view through the use of landscaping and/or fencing which is compatible with the neighbourhood style.

e. New development should be carefully evaluated for adjacent rear yard privacy problems where building height, raised deck height and orientation, and rear yard setback differences contribute to overlooking of neighbours' back yards.

f. Existing mature vegetation should be maintained. Tree planting should reflect the streets' traditional major tree type and placement.

g. Mirror image infills should be discouraged, unless there is a substantial facade treatment to give the illusion of different design.

h. Resubdivision of existing lots should respect the general development and subdivision pattern of adjacent streets with respect to parcel size, dimension, and orientation.

i. In addition to the requirements under the Land Use Bylaw, accessory building design should be sensitive to the existing principal dwelling on the site.

j. Enforcement of Bylaw No. 23M91, "Existing Building and Property Standards Bylaw," is encouraged.

7. Floor plans for semi-detached and single-detached dwellings should be designed to ensure that they cannot be converted to include illegal basement suites. Locating internal stairways away from the entrance or on interior walls of semi-detached dwellings is recommended.

8. Three sub areas within the low density policy areas exhibit either environmental and/or development characteristics different from the remaining residential areas. The following policies apply to those lands as indicated on Map 3.

a. In all three areas, due to the larger lots and the resultant rural atmosphere, any resubdivision of such lots should respect the general tenor of surrounding lot size, frontage and vegetation (panhandles, reverse corner lots etc. are *prohibited*) **Bylaw 22P97**.

b. Redevelopment of the escarpment area, (Calgary General Municipal Plan) the lots fronting on the Bow River and those that are located in the Floodplain and Floodway areas will be subject to the requirements of the Land Use Bylaw (Section 19.1).

c. Redevelopment of the banks leading to either the Bow River or the Bowness Lagoon may be subject to soil stability and environmental impact studies at the request of the City Engineer prior to any approvals being granted.

d. All setbacks and other requirements as outlined in the Calgary General Municipal Plan or Land Use Bylaw related to escarpments and watercourses will be adhered to.

9. A low/medium density multi-dwelling residential land use policy is reaffirmed for the existing RM-1, RM-4 and DC multi-family residential sites (Map 2, Page 5). The intent is to accommodate the existing low-profile, multi-dwelling housing stock and offer an opportunity for other similar developments, which would contribute positively in terms of good design and housing choice.

10. In keeping with the objectives of maintaining the family orientation and enhancing residential liveability, housing development with a maximum height of three storeys, designed with direct access to grade and having a density range of 75 units per hectare (30 units per acre) is the preferred building form in the RM-4 areas. This policy encourages townhouses in areas where there are apartments already built in the block. This would enhance the living environment and would provide a better variety of housing choices.

11. Resubdivision or redesignation of existing lands in Wilson Gardens, Greenbriar, Greenwood Village or lands between 83 Street to 101 Street NW are discouraged unless each application is accompanied by a comprehensive outline plan (to be approved concurrently) that would indicate how each area can be developed to meet the servicing (utilities such as water, sewer and storm), transportation, environmental and other planning requirements of these areas. The existing land use designations should remain until completion of such plans.

12. Utility upgrading and other public improvements may be required as redevelopment occurs, and the costs associated with such matters shall be the responsibility of the developer. Where an infill is under construction, the developer shall have proper regard for the safety and condition of the sidewalk and street. Unsightly or potentially hazardous sidewalk excavations, related to infill construction, shall be minimized.

Replacement and reconstruction of the sidewalk, curb, and gutter shall be carried out as soon as possible to minimize disruption to pedestrians.

13. Ongoing civic consultation with community residents will be maintained with respect to the community's local improvement needs (for example, sidewalk and roadway resurfacing, lane paving, street light installation, etc.) to maintain and improve the physical quality of the area.

Community Spirit and Pride

14. The Bowness Community Association, in conjunction with the Civic Administration, will develop programs that will encourage residents to maintain and improve their properties. Such programs could include competitions for the most improved properties, landscaping improvements, and group (block) initiatives. Potential assistance could be found with Clean Calgary, the Federation of Calgary Communities (FCC), the Calgary Horticultural Society, and various professional organizations such as the provincial architects and landscape architects.

15. The Building and Property Standards Bylaw, (23M91) which prescribes the minimum standards relating to the state of repair and maintenance of residential and non-residential property in the city, will continue to be enforced by the City on a complaint basis.

16. Opportunities to increase home ownership in Bowness to that of the city wide average should be identified and supported.

Implementation

1. The disposition of small remnant, otherwise undevelopable parcels of City owned land to adjacent residential owners should be expedited where such parcels are surplus to City needs.

2. The disposition of City owned lands presently designated for residential land uses should also be expedited, and such re-use should attempt to maximize housing choices.

3. The Planning & Building Department, in conjunction with the Community Association, will conduct a workshop for Bowness residents with regard to the expectations of minimum maintenance and bylaw enforcement for residential areas.

4. The Planning & Building Department, as part of its community planning work program, will ensure resources are available to work with the Bowness Community Association in establishing a pilot neighbourhood pride program. A report should be sent to City Council within two years of initiating such a program.

5. The Approving Authority will encourage applicants to retain all existing healthy trees and vegetation on site. Such materials that must be removed will be replaced at the discretion of the Approving Authority.

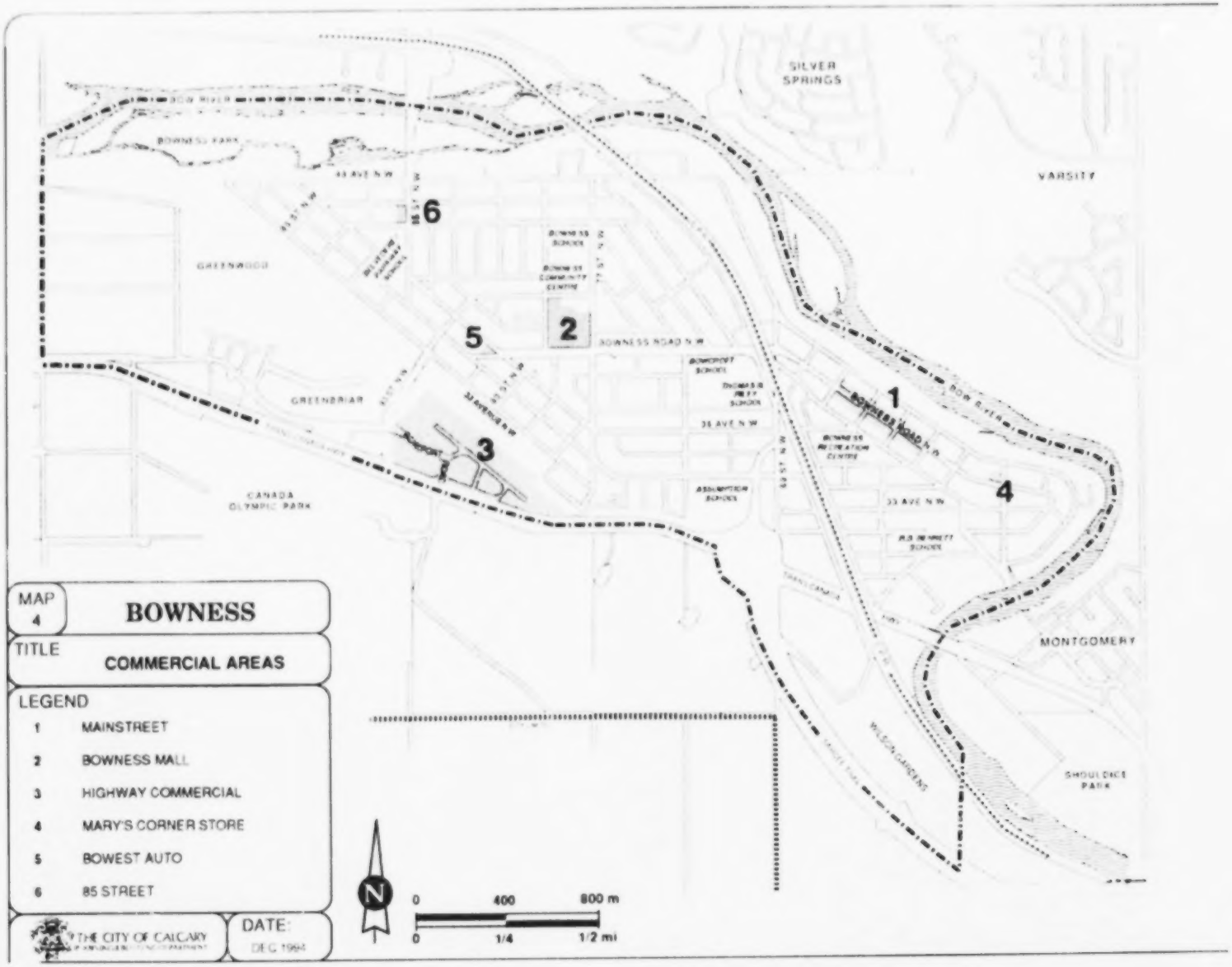
8. COMMERCIAL LAND USE

Context - General

Commercial land uses only account for about seven percent of Bowness' land base. However, community image, convenience, and sustainability are all closely related to commercial development and, therefore, become more critical to the positive evolution of Bowness than the actual percentage of land used for commercial purposes would first suggest.

There are a number of distinct groupings of commercial areas in Bowness each with its own historical context and its own specific function. These areas are:

- Mainstreet Bowness (Bowness Road from 62 to 65 Street).
- Bowness Mall, also known as Bow Centre (Bowness Road and 77 Street).
- Highway Commercial (Trans Canada Highway and Bowfort Road).
- Local Commercial (85 Street and 48 Avenue and other miscellaneous sites) (Map 4).


SILVER SPRINGS
VARSITY
MONTGOMERY
SHOULDICE PARK
CANADA OLYMPIC PARK
GREENBRIAR
GREENWOOD
BOWNESS ROAD N.W.
33 AVE N.W.
1
2
3
4
5
6
MAP 4
BOWNESS
TITLE
COMMERCIAL AREAS
LEGEND
1 MAINSTREET
2 BOWNESS MALL
3 HIGHWAY COMMERCIAL
4 MARY'S CORNER STORE
5 BOWEST AUTO
6 85 STREET
THE CITY OF CALGARY
DATE:
DEC 1994
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Context - Mainstreet

Mainstreet, along Bowness Road from 62 to 65 Street, is the heart of the community to many and creates the public image of the community. The existing buildings are generally one storey in height. Most of the buildings were constructed between 1946 and 1960. The buildings are in various states of repair and maintenance, from recently renovated and refinished, to clearly deteriorated. The wide street, angle parking, and low rise buildings are typical of prairie towns, an image which many people wish to retain.

Among the mix of 38 main floor businesses, approximately ten are auto related (auto service, sales, gas stations, etc.). There are also a number of restaurants and fast food outlets as well as other retail and service outlets oriented to the Bowness community.

As with most local retail strips in the city, Mainstreet developed prior to today's high vehicle ownership levels and the predominant retail position held by suburban shopping malls. The proximity of Market Mall, Crowfoot shopping area and other smaller shopping areas has contributed to the decline of Mainstreet, although there are still many goods and services available which the community takes advantage of. There are opportunities to strengthen the positive role of the street and possibly increase overall sales to Bowness residents through increasing and improving the mix of uses, implementing street enhancement plans (safety and visual) and supporting local business development efforts. Currently there is an excessive amount of commercially designated land for the market it is serving.

The challenge is to encourage new developments more in keeping with the objectives for Mainstreet while protecting options of the existing commercial landowners. It is clear from commercial rehabilitation exercises in other areas that strong support is needed from commercial landowners if the necessary funding and organization is to be forthcoming to help the needed changes in the area to occur.

Objectives - Mainstreet

1. The health, attractiveness, and long term economic viability of Mainstreet is recognized as vital to the overall health of Bowness community.

2. Revitalize Mainstreet to:

   - improve business in the long term for merchants;
   - attract more quality businesses - provide goods and services;
   - improve the visual attractiveness and pedestrian safety.

3. Encourage new development to contribute to creating a small town atmosphere along Mainstreet.

4. Establish a long term parking strategy to encourage new business development while avoiding unacceptable overspill parking in the residential community.

5. Ensure that the commercial uses and the adjacent housing are as compatible as possible.

6. Improve the pedestrian environment.

Policies - Mainstreet

1. Bowness Road, from 62 to 65 Street to the lane, is designated as a special character area known as Mainstreet. This area is not to be expanded.

2. Mainstreet is to function as a general commercial area, providing services to both residents of Bowness and to residents in the surrounding communities.

3. All land uses allowed under the C-2 designation may be considered along Mainstreet. Retail, personal service, and restaurant uses are preferred but other uses may be approved if they contribute to the corridor and have limited impact on nearby housing. Autobody/paint shops are discouraged. To gain approval, new developments should meet the development guidelines listed following this section.

4. Development guidelines to help new development contribute to the attractiveness of the street are established to guide the Approving Authority in making development decisions.

5. A parking relaxation policy will be implemented to reduce parking requirements during a five year period to encourage new development.

6. Commercial landowners and merchants are encouraged to create a Business Revitalization Zone and to undertake street enhancements. The City will actively work with area owners, businessmen and residents to upgrade the street.

7. New driveway curb cuts are discouraged and efforts will be made to create a continuous pedestrian strip.

8. No new billboard locations will be approved.

9. Residential development may be appropriate above commercial uses.

10. Proliferation of any specific use oriented to a regional rather than local population should be discouraged.

11. Commercial development proposals that attract pedestrian oriented customers, and that support transit service are encouraged.

12. The bylawed road widening setback on Bowness Road should remain a component of the carriageway, however, only for the purposes of accommodating the current angle parking, an integral component of the "mainstreet" concept.

Implementation - Mainstreet

1. Redesignations will be undertaken to reduce the maximum height and density of new development on Mainstreet. This will reduce the potential impact on nearby housing. The proposed height limits will allow sufficient sunlight to reach the sidewalk areas which will contribute to a pleasant walking environment.

   Properties along the southwest side of Bowness Road in the commercial corridor will be redesignated from C-3 to C-2(20) and properties on the northeast side from C-3 to C-2(16) (Table 1).

2. The Approving Authority will use the following commercial development guidelines in reviewing proposed developments on Mainstreet.

   All new uses will be expected to contribute to improvement of the corridor either by the type of service offered or by the quality of design (both whenever possible). Thus a particularly high standard of design will be expected of new vehicle-oriented or other non-locally oriented businesses as outlined below. All new development and particularly those uses which are not locally oriented should provide an attractive face to the street and reflect the following guidelines:

   - improvement of the pedestrian environment should be considered;
   - strong horizontal elements particularly between different storeys should be included;
   - corner buildings should be well detailed and articulated on both streets;
   - no side yards (buildings are attached to adjacent structure);
   - no new vehicular service doors should be constructed facing onto Bowness Road;
   - no new driveway curb cuts (new construction may lose existing curb cuts);
   - vehicle access should be from the lane if possible or from Bowness Road but not from both;
   - costs of providing sidewalks and lane paving to the development site should be covered by the applicant;
   - no banners;
   - awning and canopy signage is encouraged and can be backlit;
   - small pedestrian-oriented signage is encouraged;
   - a sign band should be provided in new developments and major renovations;
   - open lots used for storage or display should be screened or designed with a full entry structure;
   - new buildings, where possible, should be built to the front property line with the doorways recessed;
   - building setbacks should approximate a common setback from the carriageway to facilitate continuity of building fronts and sidewalks;
   - parking lots should provide landscaping while maintaining safety and security for users;
   - front yard parking is discouraged in new developments.

3. A parking relaxation policy will be implemented based on the principles listed below. Any necessary changes to the Land Use Bylaw will be presented to City Council.

   This policy will lapse at the end of five years unless a decision is made by the Approving Authority for an extension (modifications may be incorporated). Once the program has ended, new developments applied for may be required to meet the higher parking requirements in the Land Use Bylaw.

   Additional on-street stalls created by the closing of curb cuts may be included in development permit parking provision calculations.

   A parking policy which relaxes the parking requirements for new development applications will be implemented. The following uses will be considered for relaxations of 75% of the Bylaw parking requirement up to a maximum of 10 stalls.

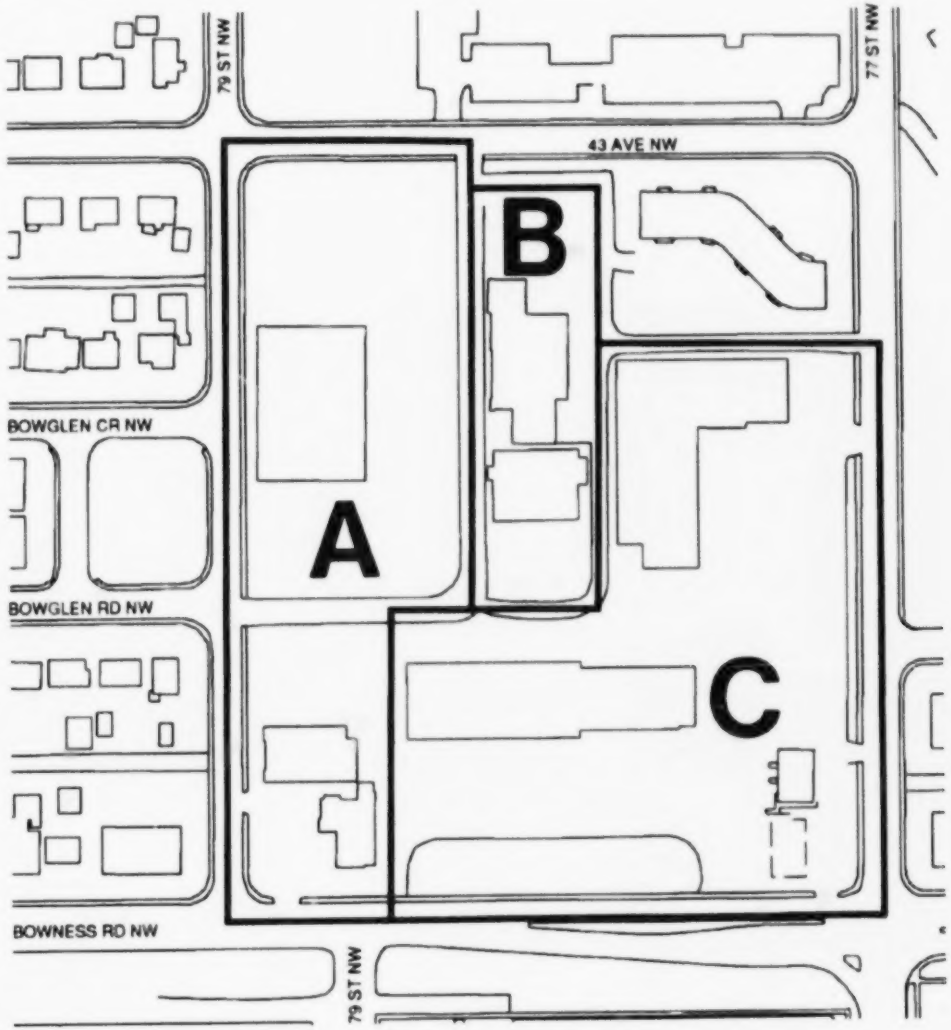
   - all permitted uses;
   - amusement arcades;
   - athletic and recreational facilities;
   - billard parlours (not including a licensed liquor component);
   - child care facilities;
   - dwelling units;
   - entertainment establishments (not including a licensed liquor component);
   - financial institutions;
   - funeral homes;
   - grocery stores;
   - home occupations;
   - mechanical reproduction and printing establishments;
   - medical clinics;
   - offices;
   - private schools;
   - public and quasi public buildings;
   - radio and television studios.

4. The City Administration will work with the Bowness community and the area commercial landowners and merchants to implement street upgrading plans. Such plans should promote the integration of transit service with adjacent development and incorporate upgrading plans for bus zones.

5. The Land Use Bylaw will be amended to limit signage on Mainstreet, based on the following:

   a. No new third party advertising - billboard sign locations will not be approved along this portion of Bowness Road. Existing locations may be continued; however, the Approving Authority and the sign industry should cooperate to upgrade the quality of existing signs.

   b. Portable and temporary signs are prohibited except for A-boards.



MAP 5	**BOWNESS MALL**
TITLE	**POLICY AREAS**
THE CITY OF CALGARY	DATE: DEC 1994

Context - Bowness Mall (also known as Bow Centre)

Bowness Mall is located on the northwest quadrant of the Bowness Road/77 Avenue NW intersection (Map 4). The 4 hectare (9 acre) site contains a variety of uses including retail, a social services office, Legion Hall, library, restaurants, gas station, garden centre, and offices. Immediately to the north of this site is a four storey seniors' apartment, the Bowness sports centre/rink and the Bowness High School. The site is rectangular in shape with large predominantly City-owned areas dedicated to parking and roads (Map 5).

The site can be divided into three sub-areas:

1. Area A, the western portion, includes the now vacant Safeway building south, to the garden centre. The northern portion of this area (including the Safeway building) has immediate development potential due to the substantial amount of vacant land/buildings.

   The grocery store which operated on the site until 1988 was important to the community; however, competition from outside the community forced its closure. There have been unsuccessful attempts made to reopen the building as a grocery store.

2. Area B is the low-rise fully developed block facing west onto Bowness Centre (street). The Legion, a communications firm, and offices are located in good quality buildings on this site.

3. Area C is the existing retail area which also contains the gas station, office building, and the majority of the parking lots.

   The single storey retail buildings were constructed between 1956 and 1964. The central four storey office building was built in 1978 and the Legion and adjacent office in 1967 and 1979 respectively.

This site has a negative influence on the surrounding area and priority should be given to its improvement. Such upgrading would likely require a long term improvement plan financed by the landowners.

Objectives - Bowness Mall

1. Improve the health, attractiveness and long term economic viability of the Bowness Mall area given its importance to the health of the surrounding residential neighbourhood.

2. Revitalize Bowness Mall to:

   - improve business in the long term for merchants;
   - attract more quality businesses - provide goods and services;
   - improve the visual attractiveness through upgraded maintenance and landscaping;
   - upgrade exteriors of existing buildings and the addition of new structures.

3. Encourage residential and commercial redevelopment on the site to make better use of the property.

Policies - Bowness Mall

1. Bowness Mall is to function as a general commercial area providing services to residents of Bowness at a neighbourhood scale. The appropriate land use designation for Bowness Mall is DC - C-2 with the following limitations:

   - auto related uses, bingo halls, casinos, liquor stores would be excluded;
   - the minimum size of the commercial component is 10% which must occur at grade;
   - the maximum height is 16 metres;
   - *low impact, labour intensive craft, production and fabrication would be allowed in existing buildings if at least 10% of the floor space is dedicated to retail use. The retail requirement does not apply to the light fabrication operation existing within the building located in Policy Area A as of April 1997.* ***Bylaw 10P97***

2. Should consolidation and redevelopment of a portion of the site containing more than two acres be proposed, an amendment to this ARP would be required prior to issuance of development permits.

3. The Approving Authority will evaluate all proposed developments in light of how they will contribute to the improvement of the Mall in terms of type of service and quality of design.

4. Any proposed redevelopment of more than two acres in size shall, as part of its submissions to the Approving Authority, demonstrate how the proposal will contribute positively to the evolution of the Mall, and will not create off-site negative impacts for the adjacent residential areas to the satisfaction of the Approving Authority.

5. Residential development may be appropriate above new commercial construction.

6. Portable signs are prohibited along the 77 Street and Bowness Road edges of the Mall.

7. Uses that create employment (such as offices, light fabrication/assembly and craft manufacturing) and or provide services (such as retail, personal service and restaurants) to community residents are encouraged.

Implementation - Bowness Mall

1. The redesignations included in Table 1 will be undertaken.

2. The Approving Authority will consider the policies relating to parking and auto-related land uses in reviewing development proposals.

3. No portable signs will be allowed on the public road frontages surrounding the site or in locations designed to be clearly visible from the public roads.

4. For the purpose of parking requirement calculations, the Approving Authority will consider Areas A, B & C as a single site reflecting the substantial potential for shared use of parking. New developments of greater than 1,858 metres square (20,000 square feet) will have to demonstrate that the number of stalls and their location will not have an undue negative impact on existing developments.

5. The Land & Housing Department, a major landowner in the area, will cooperate with area owner initiatives (such as landscaping and parking improvements) designed to improve the Mall. This may include closure and disposition of undeveloped road rights-of-way within the Mall area.

6. The Land & Housing Department will also explore, with private landowners, the rationalizing of land holdings. The long term intent is to create more readily developable parcels and return the City-owned land to private ownership without adversely affecting the viability of the existing development.

Context - Highway Commercial

This triangular shaped area, lying to the southwest of Bowness, is approximately 43 hectares. It is relatively isolated from Bowness and other areas due to barriers created by the escarpment along its northerly boundary, the topography to the west, and the Trans Canada Highway to the south. Two access points exist: Trans Canada Highway at Bowfort Road, and Bowfort Road/83 Street.

Land uses include single detached houses, mini-storage facilities, mobile home sales, a cultural club, retail lumber sales, and typical highway commercial uses (motel, gas service station, fast food outlets). At best, the area could be said to be in transition. Potential roadway changes in the general vicinity and development to the south and to the west could have substantial impacts on existing and future uses in the area. City Council addressed the issue of access to this area in 1992 and deferred construction of an interchange for 20 years at that time. The community historically and still today opposes a grade separated solution.

The first tier of development adjacent to the Trans-Canada Highway has evolved into highway commercial uses, generally servicing the travelling public. However, some of those uses do gain clientele from Bowfort Road.

The second tier behind the highway commercial is generally zoned I-2, and has the widest range of existing uses. The views from the top of the escarpment to the Bow Valley below are impressive, although only a few single detached houses benefit from them. This area is lacking in services, most noticeably adequate water supply. Major developments, especially residential uses, will require upgrading of the existing water system, which could occur when development of adjacent lands occurs by providing two independent feeds into this area.

The area adjacent to the escarpment could have substantial negative impacts on the escarpment if care is not taken with new development. Increased runoff, reduction in normal moisture infiltration (which supplies plant life on the slope itself), and visual blight are all potential threats to the stability and health of the escarpment.

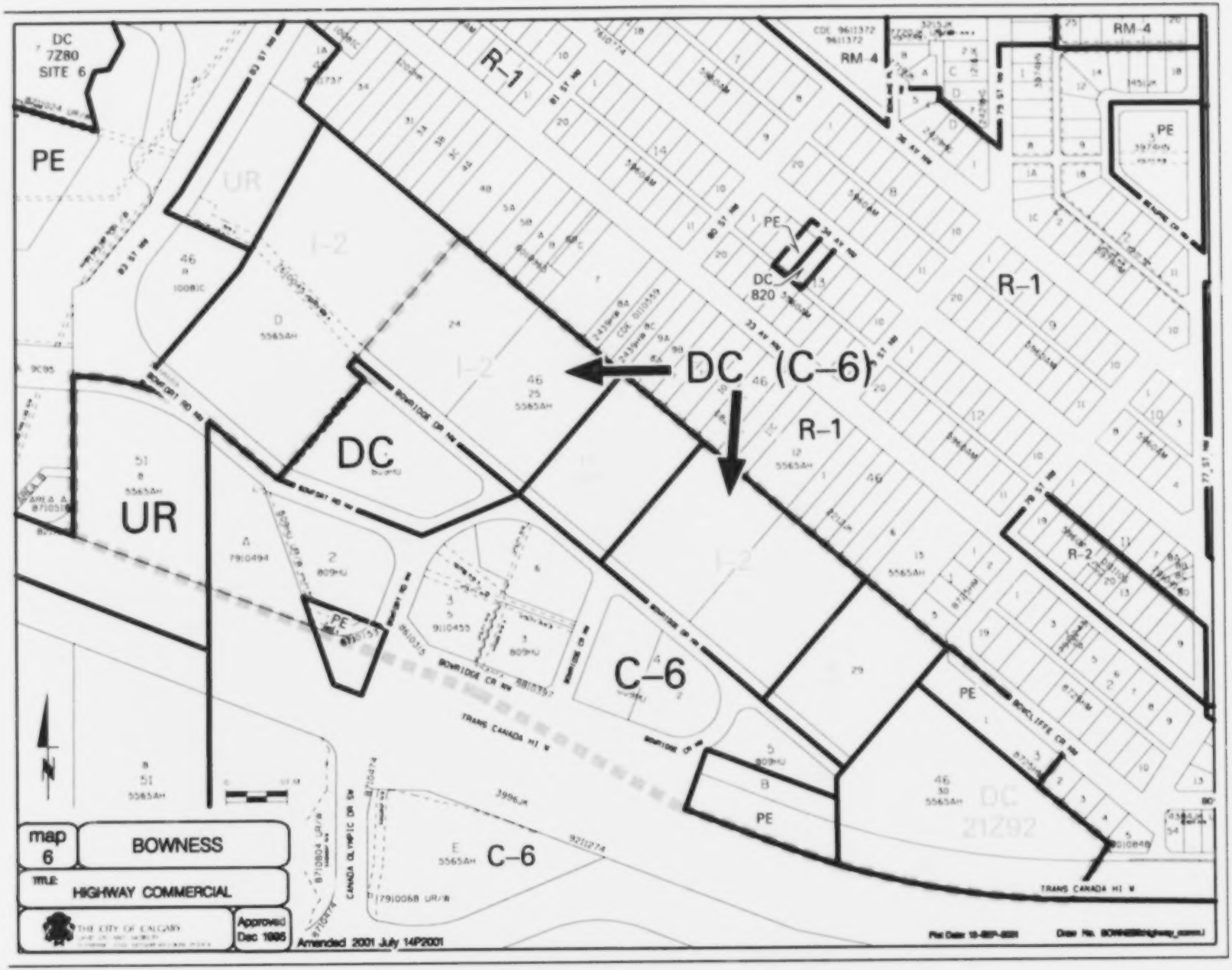
Objectives - Highway Commercial

1. Continue to establish the area fronting the Trans-Canada Highway as a commercial area catering primarily to the travelling public.

2. Integrate the land uses in this area with those to the west and south and de-emphasize linkages to the rest of Bowness.

3. Provide a framework for the orderly evolution of development between the highway commercial uses and the escarpment.

4. Ensure that new developments do not negatively impact on the escarpment lands, vegetation and wildlife.


DC 7Z80 SITE 6
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DC 820
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C-6
DC 21Z92
BOWRIDGE CR NW
TRANS CANADA HI W
BOWCLIFFE CR NW
CANADA OLYMPIC DR SW
map 6
BOWNESS
TITLE: HIGHWAY COMMERCIAL
THE CITY OF CALGARY
Approved Dec 1995
Amended 2001 July 14P2001

Policies - Highway Commercial

1. In the highway commercial area, as defined on Map 6, uses that provide service to the travelling public from the Trans Canada Highway are to be supported.

2. In the area between the highway commercial zone and the escarpment, highway commercial uses that exclude automotive uses should be considered appropriate.

3. New development (including parking/storage) referred to in Policy #2 should be set back from the escarpment at least to the minimum stated in the Calgary General Municipal Plan (60 feet). Any new development should not be a prominent feature when viewed from the valley floor.

4. Redevelopment of the escarpment area is strongly discouraged. Any development that may impact on those slopes may be subject to soil stability/environmental impact studies at the request of the City Engineer prior to any approvals being granted.

5. Major developments in the highway commercial area will require reinforcement of the existing water system to increase system reliability. This reinforcement will occur upon development of adjacent lands by providing a looped system (two independent feeds) into the commercial area.

6. The City, in conjunction with the Calgary Tourist & Convention Bureau and area businesses, should consider placing appropriate signage to the east and west of Bowfort Road, informing the travelling public of the services available in this area.

Implementation - Highway Commercial

1. The sites identified on Map 6 and Table 1 will be redesignated to DC (C-6 Highway Commercial) and auto related uses, entertainment establishments, gaming establishments, and public and quasi-public buildings will be deleted from the list of permitted and discretionary uses.

Context - Local Commercial

Local commercial uses are intended to provide services and goods to residents in the immediate area. Some local commercial development has been in existence since the building boom of the 1950's in Bowness, and reflects a different time in history. Three such sites, Mary's Corner Store (6104 Bowness Road), Bowest Auto (8305 Bowness Road), and Parkway Store (8604 - 46 Avenue) are three original local establishments. Other local commercial development on 85 Street has also been established over the years.

Objectives - Local Commercial

1. Allow for continuation of those local commercial uses that provide a range of local services.

2. Ensure that any expansion to the local commercial uses in Bowness is well integrated with adjacent uses and that any potential negative impacts are minimized.

Policies - Local Commercial

1. Existing local commercial uses should be acknowledged by applying appropriate land use designations.

2. Any further additions to the local commercial uses should be considered only if the following conditions are met:

   a. The site is located on a collector or higher standard road.

   b. The site is a corner site.

   c. Building design responds well to its context with respect to height, scale and massing. Design should also address attention to detail and good quality finishing materials should be used.

   d. The site provides an adequate five metre buffer from residential uses.

   e. There is adequate on site parking.

   In addition, an amendment to this ARP should proceed concurrently with such a redesignation proposal.

Implementation - Local Commercial

1. The following sites will be redesignated:

   Mary's Corner Store and adjacent vacant greenhouse - 6104 and 6108 Bowness Road - C-3 to C-1.
   Parkway Store - 8604 & 8612 - 46 Avenue NW - DC to C-1A.
   Take-Out 8603, 8607 & 8611 - 47 Avenue NW - DC to C-1.

   6607 Bowness Road - DC (for an archeological consultants office) to DC (for residential use plus limited office use).

2. The following site may be considered for redesignation to DC (C-1) as an owner initiated one. Issues of outside storage, buffering from residential uses and the range of uses shall be addressed in the DC application.

   Bowest Auto - 8305 Bowness Road - R-2 to DC (C-1).

3. In reviewing development permit applications the Approving Authority will ensure that the design of buildings responds to its immediate context in terms of height, massing, architectural style and detailing.

Table 1: Proposed Commercial Redesignations

	Area	Existing Designation	Land Use Policy	Action Required
1.	Main Street	C-3	General Commercial	Redesignate to C-2(20) on the southwest side and C-2(16) on the northeast side of Bowness Road.
2.	Bowness Mall	C-3	General Commercial	Redesignate: to DC(C-2(16)) excluding auto body and paint shops, automotive sales and rentals, automotive specialities, bingo halls, casinos, liquor stores; including low impact, labour intensive craft production, fabrication and repairing in existing buildings if at least 10% of the floor space is dedicated to retail use.
3.	Highway Commercial	I-2	Highway Commercial	Redesignate: to DC (C-6 Highway Commercial) excluding auto body and paint shops, automotive sales and rentals, automotive specialities, entertainment establishments, gaming establishments and public and quasi-public buildings.
4.	Mary's Corner Store	C-3	Local Commercial	Redesignate to C-1.
5.	85 Street	DC793 and 820	Local Commercial	Redesignate to C-1.
6.	6607 Bowness Road	DC	Local Commercial	Redesignate to DC to allow for residential use, office uses in a portion of the house, no outside storage.

Table 2: Bowness Third Party Signs

Area	Goal	Third Party	Advertising	Temporary Signs	Portable Signs
		Billboards	Kiosks		
Mainstreet	Upgrade Clean-up	x-new ones	X	A-Boards only (max. 1 m)	X
Mall	Protect Residential	X	✓- 1 large one on Bowness Road ✓ - small ones internal	✓	X
Bowfort Road/ Highway Commercial & Trans Canada Highway from Bowfort Road to 101 Street	Protect Trans-Canada Highway	✓ Not visible from Trans Canada Highway	✓	✓- internal X - visible from Trans Canada Highway if/when residential no further temporary or portable signs allowed	✓- internal X - visible from Trans Canada Highway if/when residential no further temporary or portable signs allowed
85 Street & 48 Avenue	Protect Residential	X	✓ - small ones	X	On concrete pad
6104 & 6108 Bowness Road	Protect Residential	X	X	A-board	X
32 Avenue & 69 Street (Sunnyside Area)	Upgrade Clean-up	X	X	✓ - clean-up & simplify	✓
16 Avenue & 69 Street (Totem Area)	Protect Highway	X	X	size restriction	X

All signs are subject to normal development permit approval process

X - not allowed

✓ - allowed

9. INDUSTRIAL LAND USE

Context

Industrial uses in Bowness are important for a number of reasons. Firstly, such activities provide employment. Secondly, a number of these uses provide for the purchase of goods, services, or supplies to local residents (as well as many others in the case of the nursery). Thirdly, in keeping with the small-town approach to viewing the community, it is important to provide for a range of uses typically found in a small town. Lastly, there is an extremely limited amount of industrial land in this sector of the city.

Industrial land uses are found in two areas in Bowness. The first area is located adjacent to the escarpment by Bowfort Road. Two wineries operated in this area at one time, but neither are operating as such today. In the same area, a number of self storage facilities operate, as well as one speciality lumber yard. However this first area is evolving to more of a commercial focus. The second area lies west of the CPR line and east of 69 Street. The dominant use in this area is Sunnyside Nursery. Other uses include a cabinet making business, retail lumber and building supplies, landscaping company, auto and radiator repair business, wreckers yard, a City works yard, and some residential uses.

The following objectives and policies apply to the second area, as the land in the Bowfort Road area is proposed to evolve into more highway commercial uses. It could be debated that the greenhouses and a retail building supply centre operate more like retail uses, but given the nature of materials, storage, and other uses, the character of the land uses more closely resembles industrial ones.

Objectives

1. Provide an opportunity for industrial land uses to locate in an area where they are compatible with each other and to minimize impacts associated with those desirable but at times unpleasant land uses with the rest of the community.

2. Provide guidelines to ensure negative impacts associated with such uses do not unduly affect the environment, adjacent uses, and nearby neighbours, related public health rules and future land use.

Policies

1. The most appropriate land use designation is the I-2 (Light Industrial) District. In addition, the Direct Control policies, guidelines, and requirements associated with Sunnyside Nurseries are re-affirmed (Map 2).

2. The remaining R-1 lots are considered appropriate as a transition area and, upon acquisition by an industrial user, a redesignation to an industrial use shall be considered appropriate and will not require an amendment to the ARP.

3. In the transition block, non-residential uses shall not be permitted as mid block uses, but must occur from the ends of the block in order to minimize impacts on the remaining residences.

4. The businesses in this area are encouraged to work with the community in programs of mutual benefit such as partnerships with local schools, hiring of local residents, and improvements to the community as a whole. In return, the community will endeavour to support such businesses.

5. Outside storage must be located within the property lines and should be screened from view with fencing, setbacks, and/or landscaping.

6. Redevelopment of any site that contained an industrial use, service station or any other use which may have contaminated the site may be required to undertake an environmental assessment.

7. The incorporation of residential uses into any industrial proposal is considered inappropriate. However, one caretaker unit may be appropriate depending on the industrial use, but can not compromise the integrity of the industrial operation.

Implementation

1. Prior to redevelopment of any site where potential contamination has been suspected or identified, an environmental assessment, prepared by a qualified consultant, may be required by the City Engineer during the land use redesignation and development permit process. This assessment will be forwarded to Alberta Environmental Protection, Calgary Health Services, or any other appropriate agency to ensure that the site is suitable for the intended use.

2. All industrial businesses should be approached by the City to discuss cleanup, landscaping, and potential bylaw infractions.

3. Redesignate 3428R 69 Street NW from DC to I-2.

10. OPEN SPACE AND RECREATION

Context

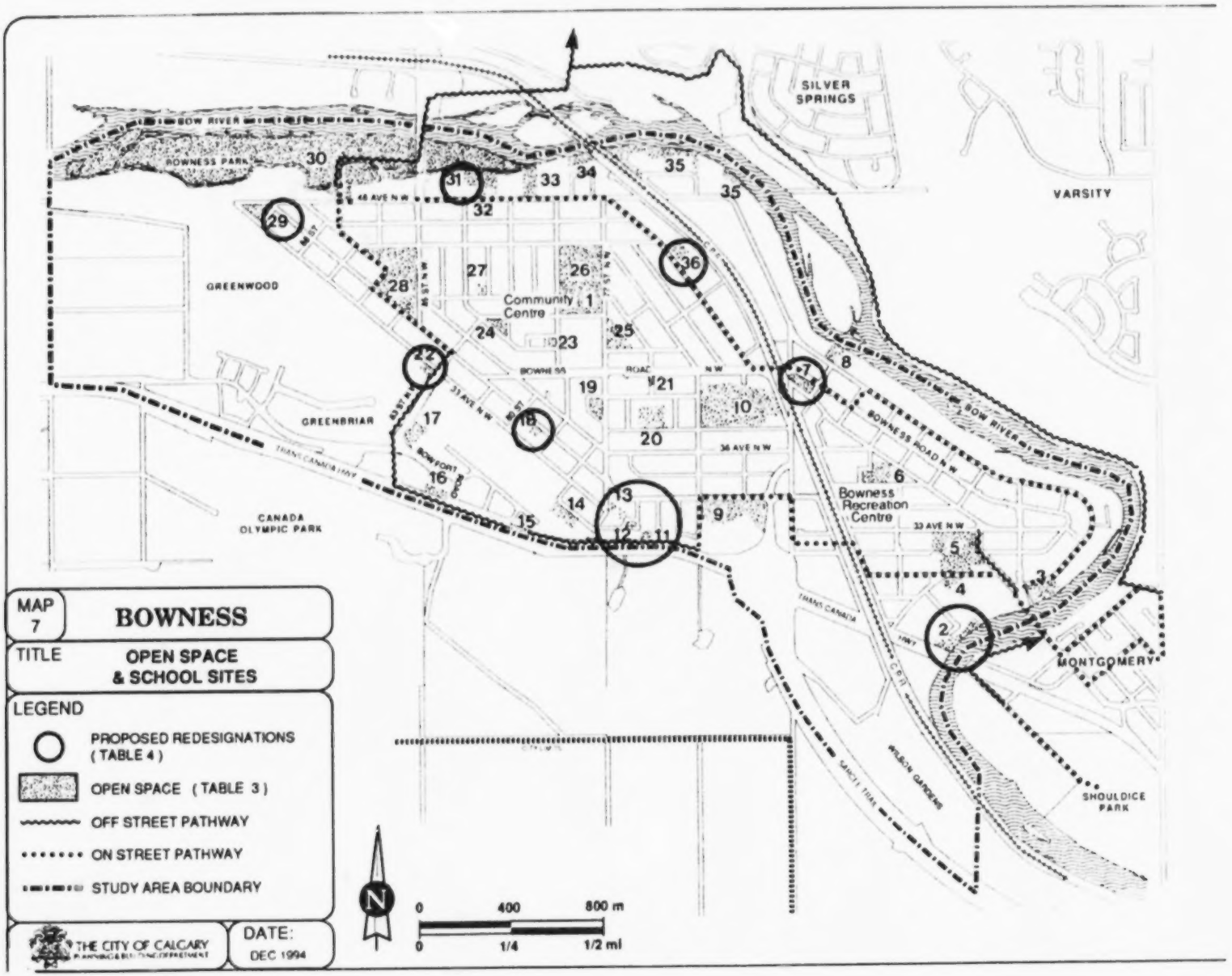
The Bow River to the east and north and escarpments to the southwest have provided Bowness with clearly identified boundaries, along with the natural ingredients for a well defined park system. In a recent survey of community residents, the quality of the open space/natural areas and the recreation opportunities available were the most frequently cited reason for living in Bowness. Those comments, in conjunction with the natural amenities, therefore, form the foundation from which the following policies have been developed.

Bowness presently has about 89 hectares (219 acres) of land used for open space purposes. There are four categories of open space:

Type	Gross Site Area	Net/Functional
Active	27.5 ha	17.31 ha
Passive	7.8 ha	7.8 ha
Non-Functional	17.0 ha	-
Regional	36.2 ha	-

The City standard to determine adequacy for open space in older established communities is 1.5 ha/ 1,000 residents. The open space that is counted is the net active and net passive space, which in the case of Bowness, totals 25.1 hectares. The 1994 population of Bowness was 12,110, which produces a ratio of about 2 hectares for every 1,000 residents.

In addition to general policies, specific policies have been developed for Bowness Park, the environment, and bike/path systems. Bowness Park is the most frequently used park in the community and is classified as a regional facility. Environmentally sensitive areas include the Wood's Douglas Fir Tree Sanctuary (designated a Provincial Historic Resource in 1990), the north facing escarpment lands running from Wood's Home to Wilson Gardens, and the river banks. These areas provide visual relief, as well as habitat areas and migration routes for a wide range of bird and animal species.


MAP 7
BOWNESS
TITLE
OPEN SPACE & SCHOOL SITES
LEGEND
PROPOSED REDESIGNATIONS (TABLE 4)
OPEN SPACE (TABLE 3)
OFF STREET PATHWAY
ON STREET PATHWAY
STUDY AREA BOUNDARY
THE CITY OF CALGARY
DATE:
DEC 1994
N
0 400 800 m
0 1/4 1/2 mi
SILVER SPRINGS
VARSITY
GREENWOOD
GREENBRIAR
CANADA OLYMPIC PARK
Community Centre
Bowness Recreation Centre
MONTGOMERY
SHOULDICE PARK
BOW RIVER
BOWNESS PARK
BOWNESS ROAD N.W.
48 AVE N.W.
36 AVE N.W.
33 AVE N.W.
TRANS CANADA HWY
CPR

Objectives

1. Maintain the existing open space system in Bowness in an environmentally sensitive manner.

2. Encourage Bowness residents to play a more active role in the maintenance and improvement of open space and environmentally sensitive areas.

3. Ensure that Bowness Park regains its sense of history while minimizing impacts on the community.

Policies

General

1. The City and the two school boards, in consultation with community residents should consider joint participation in the upgrading of the six school sites.

2. Tree planting should be used to enhance major roadways and entranceways to Bowness and to screen facilities such as the CPR tracks.

3. The Community Association should consider participating financially with the Parks & Recreation Department and area residents in boulevard tree planting.

4. River access points should be clearly signed.

5. Installation of community identification signs at all entry points to the community should be considered by the Community Association.

6. If any fee simple school sites are declared surplus by their respective Boards, the City of Calgary should consider exercising its right of first refusal in order to maintain strategically located open space in the community.

Bowness Park

7. Any Master Plan prepared for Bowness Park should take into account Bowmont Park and the Baker Center as these three regional park facilities integrated together will offer more than the sum of the individual parks. In addition, Bowness residents, along with other communities and interest groups, should be involved in a participation process appropriate for a regional facility.

8. Parking in Bowness Park should not be expanded but may be reconfigured to maximize useable open space. Additional parking could be provided on the north side of the Bow River. The nodes of parking presently located adjacent to the access road and the parking by the concession area should remain.

9. Should it be determined that overflow parking in the vicinity of Bowness Park becomes too onerous, residents should be encouraged to petition the City to create a residential parking zone for restricted street parking and that such restrictions should be adequately enforced.

10. Due to congested parking in the park and adjacent residential areas, a pedestrian and bicycle bridge from Bowness Park to the north side of the Bow River should be constructed as financial constraints permit. (Present designs for the Stoney Trail Bridge include such links.)

11. If removal of asphalt and other incompatible materials occurs, it should be replaced with indigenous species of vegetation where appropriate.

12. Lease negotiations, while maintaining a fair and competitive bid process with private operators of the concession and ride areas, should include consideration of:

    - the operators' willingness to upgrade equipment.

13. The City should assist in the formation of a non-profit group that would be charged with the responsibility for researching and ultimately restoring the ride area on a historically accurate theme.

14. In the long term, the City should consider leasing the concession and ride areas to a local non-profit organization within a fair and competitive bid process.

15. A carrying capacity study should be undertaken for Bowness Park that will determine appropriate use levels in the future. The essence of such a study will be to ensure that excess use does not degrade the physical and biophysical features of the park.

Environmentally Sensitive Areas

16. The preservation and protection of the Wood's Douglas Fir Tree Sanctuary and Slopes as an environmentally sensitive area will take precedence over any development or pedestrian trail. Given that premise, an environmental impact assessment with full public participation shall be undertaken prior to determining how the area will be managed.

17. The Community Association, in conjunction with area nurseries and Calgary Parks & Recreation, should develop an awareness and rehabilitation program for those residents whose properties are adjacent to either escarpment lands or river bank lands. The Planning & Building Department, in conjunction with the Community Association, should establish a Neighbourhood Recognition Program which is integral to achieving this.

18. The eastern portion of Bowness Park should be rehabilitated to a natural state, so as to protect the natural vegetation and habitat of the island. No formal pathways should be constructed. Any trails should respect the integrity of the natural areas in such a way so as to prevent negative environmental impacts.

19. Access to the natural area north of Bow Village Crescent should be limited to pedestrians. No formal pathways should be constructed. Any trails should respect the integrity of the natural areas in such a way so as to prevent negative environmental impacts.

Implementation

1. Calgary Parks & Recreation staff, during the preparation of the ARP, has worked with the Community Association to proactively address a number of tree planting and park improvement items, and will continue to follow up on the actions outlined on Table 3 undertaken as soon as funds/staffing permit.

Table 3: Parks/Open Space Action Plans

Site		
Name	**Location**	**Action/Improvements**
1. Bowness Community Park	7904 Bowness Road NW	
2. Bowmont Bow Crescent Park	6368/6368A Bowmont Crescent NW	Redesignate to PE.
3. Bow Crescent and Bowness Road	5802 and 5820 Bow Crescent NW	Provide benches to enhance park use. Community Association to hold contest to name the park.
4. Bowview Road and 31 Avenue	6307 Bowview Road NW	Plant a tree.
5. R.B. Bennett School	6240 - 31 Avenue and 6305 - 33 Avenue NW	Community Association and City to work with School Board to maintain the school grounds, e.g., weed control, lawn maintenance.
6. Bowness Recreation Centre	6452 - 35 Avenue NW	Install a picnic table or bench.
7. 66 Street and Bowness Road	3825 - 66 Street NW	Redesignate to PE.
8. Bow Crescent Park	6704 and 6712 Bow Crescent NW	Investigate methods of addressing river safety.
9. Assumption School and joint use site	7147, 7311 and 7135 - 34 Avenue NW	Plant trees to improve appearance.
10. Bowcroft and T.B. Riley Schools	3915 - 69 Street and 3940 - 73 Street NW	Plant trees to improve appearance.

Note: All parks sites are listed for information purposes, but only some have actions and improvements listed.

11. Bowcliff 12. Crescent 13. Parks	7718, 7731 & 7735 Bowcliff Crescent and 3318 - 77 Street NW	Redesignate to PE.
14. 7835 Bowcliff Crescent	7835 Bowcliffe Crescent	
15. 8207 Bowridge Crescent	8207 Bowridge Crescent	
16. 8415 Trans Canada Highway	8415 Trans Canada Highway	
17. 3340 - 83 Street	3340 - 83 Street NW	
18. 8027 - 34 Avenue	8019, 8023, and 8027 - 34 Avenue NW	Redesignate to PE.
20. MacIntosh Park	7523 - 37 Avenue NW	
21. 75 Street Road Closure	7575 Bowness Road NW	Clean up and plant grass for low maintenance.
22. 8511 and 8515 - 33 Avenue	8511 - 33 Avenue NW	Redesignate to PE.
23. Bowglen Crescent Park	8108 Bowglen Road NW	Plant a shade tree on the west side.
24. Bowglen Park	4315 - 81 Street NW	Install garbage can and bench.
25. Queen Elizabeth Park	4324 - 77 Street NW	Upgrade playground equipment, control garbage and vandalism. Improve landscaping to enhance park use and appearance.
26. Bowness Senior High School	4627 - 77 Street NW	
27. 82 Street and 44 Avenue	4603 - 82 Street NW	

28. Belvedere Parkway School	4631 - 85 Street NW	
29. 48 Avenue and 89 Street	9015 - 48 Avenue NW	Upgrade garbage cans and benches.
30. Bowness Park	8844 - 8900 - 48 Avenue NW	
31. 8320 - 48 Avenue	8320, 8508 and 8512 - 48 Avenue NW	Redesignate north portion of two private lots (8508, 8512) from PE to R-1.
32. 8344 - 48 Avenue	8344 - 48 Avenue NW	Investigate how to prevent adjacent residents using the open space for parking; prevent private encroachment on public lands. Lane closure for consolidation with adjacent open space.
33. 8148 - 48 Avenue NW	8148 - 48 Avenue NW	
34. Bow Green Crescent NW	160R Bow Green Crescent NW	
36. 4624 - 70 Street NW	4624 - 70 Street NW	Redesignate to PE.

Table 4: Proposed Parks Redesignations

Site	Existing Designation	Land Use Policy	Action Required
2. 6368 & 6368A Bowmont Crescent	DC(820) & R-1	Open Space	Redesignate to PE
7. 3825 - 66 Street	DC(820)	Open Space	Redesignate to PE
11. 7735 Bowcliff Crescent	R-1	Open Space	Redesignate to PE
7731 Bowcliff Crescent	DC(820)	Open Space	Redesignate to PE
7740 Bowcliff Crescent	R-1	Open Space	Redesignate to PE
12. 7718 Bowcliff Crescent	R-1	Open Space	Redesignate to PE
13. 3318 - 77 Street	R-1	Open Space	Redesignate to PE
18. 8027 - 34 Avenue	DC(820)	Open Space	Redesignate to PE
8019 - 34 Avenue	PE	Low Density Residential	Redesignate to R-1
22. 8511 & 8515 - 33 Avenue	R-1	Open Space & Public Utility Lot	Redesignate to PE
29. 8942 - 34 Avenue	DC(875)	Public Utility Lot	Redesignate to PE
31. Northern Portion of 8508 & 8512 - 48 Avenue	PE	Low Density Residential	Redesignate to R-1
36. 4624 - 70 Street	R-2	Open Space	Redesignate to PE

11. SCHOOL AND COMMUNITY FACILITIES

Context

One of the main goals of the ARP is to ensure that the community's role as a low density residential neighbourhood is maintained. In order to achieve this goal, the provision of services and facilities which cater to families is considered essential. Schools, especially elementary schools, are viewed as one of those important services.

Presently, Bowness contains six schools, including one separate elementary/junior high; three public elementary, one public junior high, and one senior public high school. All are open and expect to be operating in the foreseeable future. These schools are currently operating under capacity and as other, new residential communities in the northwest develop, Bowness schools are expected to accommodate some of the growing northwest student population. The original Bowness School Cottage is presently used by the non-profit Bowness-Montgomery Day Care, which is considered an excellent community focused re-use.

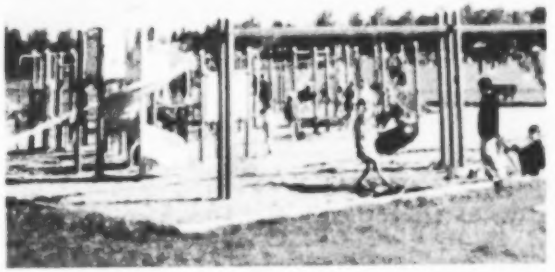
Should any of these schools experience declining enrolments or proposals for closure, the School Boards have approved policies and procedures to address such issues, in consultation with parents, school staff, and the Community Association.

Objectives

1. Reaffirm the City's position with respect to the provision of school facilities within the community in accordance with the provisions of the Joint Use Agreement.

2. Minimize the potential negative impact on the community if a school is declared surplus for educational purposes in the future by the Calgary Board of Education or the Calgary Separate School Board.

3. Encourage and facilitate ancillary facilities/ services (for example, day cares, before and after school care) that complement school facilities and ensure that such uses are of mutual benefit to the community and the School Boards.



Policies

1. The use of school facilities by the school, Calgary Parks & Recreation, and the community should be optimized to meet the community's recreational and social needs.

2. In accordance with the provisions of the Joint Use Agreement, if any fee simple school sites are declared surplus by their respective School Boards, the City of Calgary should consider exercising its right of first refusal in order to maintain strategically located open space in the community. When evaluating the site, the City of Calgary should also consider purchase for community related activities in addition to open space.

Implementation

Upon Council's adoption of this ARP, the City will forward a copy to both the Calgary Board of Education and the Calgary Separate School Board for their reference regarding the City's position with regard to school sites in Bowness.

12. INSTITUTIONAL AND PUBLIC SERVICE USES

Context

There are a number of institutional facilities located in Bowness including the following: the Wood's Christian Home, located in the western portion of the plan area; a fire station, located in the east central portion of the plan area on Bow Wood Drive; two nursing home/geriatric centres; a number of day care centres; and churches of various denominations located throughout the community. Education facilities located in Bowness are addressed under Section 11 of the ARP.

In general, the major issue associated with institutional development is the need to ensure both the physical and social integration of new or expanded institutional facilities with the surrounding community.

The Fire Department has indicated that its long term plan is to replace and relocate the existing fire hall (#5) in Bowness to a site in the vicinity of the Trans Canada Highway and Bowfort Road NW. The existing facility will continue to be maintained until such time as a new facility is constructed and completed. The exact location and timing of a new facility will be the subject of further negotiation and consultation.

Objectives

1. Accommodate and recognize existing institutional facilities.

2. Ensure that new institutional uses or the future expansion of existing facilities will be developed in a manner which is compatible with adjacent residential and recreational areas.

3. Promote the involvement of institutions in Bowness with the initiatives and programs of the Community Association, area schools, and public and private social agencies and support groups.

Policies

1. The current land use designations are considered appropriate to accommodate the various institutional uses in the area.

2. Should the existing fire hall site (located at 6328 -35 Avenue NW) be proposed for any use other than a public service use, a land use redesignation application and a concurrent amendment to this ARP will be required.

3. New institutional facilities or any expansion or redevelopment of an existing facility should be compatible with the neighbouring uses in terms of building character, scale, and traffic generation.

4. New or expanded institutional uses which would address identified community needs are encouraged (for example, needs of children, senior citizens, single parents).

5. Proposals for new institutional facilities or any expansion to existing facilities should include consultation with the Community Association and other appropriate public or private agencies, in the initial planning stages, to ensure the physical and social integration of such development into the community.

BOWNESS

AREA REDEVELOPMENT PLAN
SUPPORTING INFORMATION

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

NOTE: The charts (Figures) DO NOT include the Greenwood/Greenbriar area west of 83 Street NW which was added to the ARP in December of 1994.

SUPPORTING INFORMATION TO THE BOWNESS AREA REDEVELOPMENT PLAN

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* The charts (Figures) DO NOT include the Greenwood/ Greenbriar area, west of 83 Street NW which was added to the ARP in December of 1994.

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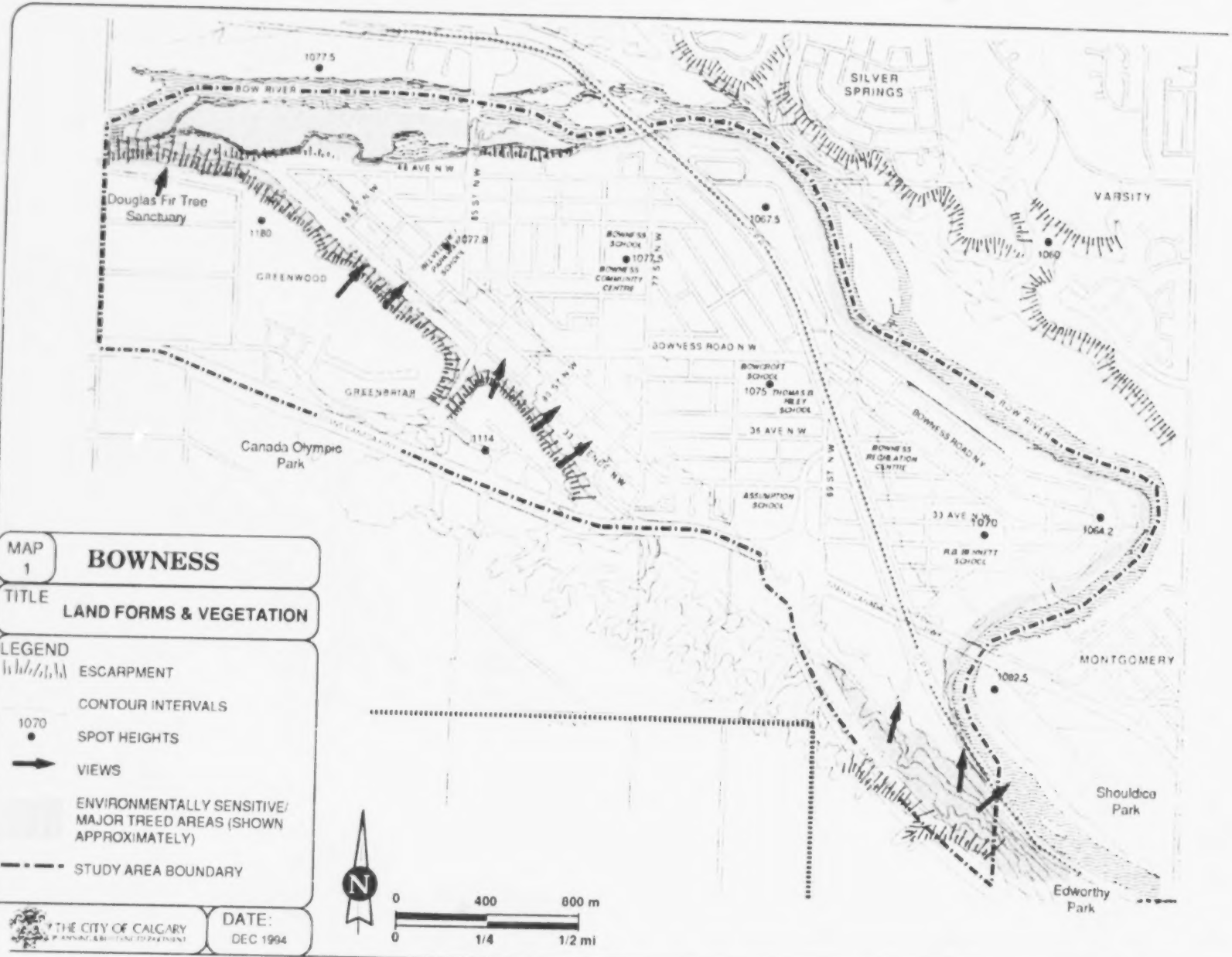
1. LOCATION

The Bow River forms the north and east boundaries of the Bowness community with Edworthy Park located along the south east edge. The south boundary is formed by Sarcee Trail, the Trans Canada Highway to 101 Street. The west boundary is 101 Street.

Bowness is well situated within easy access to major recreational and cultural amenities such as Canada Olympic Park, Bowness and Shouldice regional parks, McMahon Stadium, the University of Calgary, and the Jubilee Auditorium. As one of Calgary's most westerly communities, Bowness is visible to travellers enroute to Banff, or entering Calgary from the west.


MAP 1
BOWNESS
TITLE
LAND FORMS & VEGETATION
LEGEND
ESCARPMENT
CONTOUR INTERVALS
1070
SPOT HEIGHTS
VIEWS
ENVIRONMENTALLY SENSITIVE/ MAJOR TREED AREAS (SHOWN APPROXIMATELY)
STUDY AREA BOUNDARY
THE CITY OF CALGARY
DATE:
DEC 1994
N
0
400
800 m
0
1/4
1/2 mi
Douglas Fir Tree Sanctuary
Canada Olympic Park
SILVER SPRINGS
VARSITY
GREENWOOD
GREENBRIAR
BOWNESS ROAD N W
36 AVE N W
33 AVE N W
MONTGOMERY
Shouldice Park
Edworthy Park
BOW RIVER

2. TOPOGRAPHIC AND NATURAL FEATURES

Bowness is located in the Bow River Valley between two escarpments lying to the north and south. With the river as a northern boundary, an abundance of mature trees, and views of the escarpments, Bowness has many attractive natural landscape features (Map 1).

3. HISTORICAL DEVELOPMENT

Pre 1890

According to the Bowness Historical & Preservation Society, Bowness is a Gaelic word meaning "healing centre." Traditionally, Bowness formed part of a larger native healing centre which encompassed Edworthy Park, Sarcee Trail, Paskapoo, Bowness, Silver Springs, and Nose Hill. Within the community of Bowness, the forests and grasslands provided the ingredients used in traditional medicines. The banks of the Bow River were used as sites for healing camps. The adjacent hillsides were used as "extramation grounds" where the eagles and hawks consumed the flesh and the sun bleached the bones of deceased natives.

In the late 1800's, at the time of the signing of Treaty 7 and the coming of the railroad, the native population was being devastated by disease. Consequently many natives gathered at their traditional healing centre.

The first white settlers to live with the Natives in the Bowness area were Christians who came to provide both medicinal and spiritual help.

Source: Bowness Historical & Preservation Society

1890 to 1964

According to Communities of Calgary Century Publications Bowness was named sometime between 1890 & 1896. However, the origin has not been determined. The first time it appeared in print was on a 1897 title as Bow Ness. The meaning of the affix "ness" - a promontory or headland could have been the source of the name.

In 1908 John Hextall, an English gentleman, was advertising homes which could be built "in a natural scenic setting of great beauty." He had a vision of an elite bedroom community within easy access to Calgary. Subdivision into one acre residential lots, complete with caveats prohibiting commercial development, was launched. To attract buyers, Hextall built a golf course and club, an electrical generating station, a water system, a gasline, and developed two islands in the Bow River by widening the creeks and creating a lagoon. He built several mansions in the area, including his own, which eventually became the Wood's Christian Home.

In 1911 Hextall donated, what is now Bowness Park to the City of Calgary in exchange for street car service. As well, he agreed to build the three span steel truss bridge which crosses the Bow River.

The land boom collapsed at the outset of World War I, with only a few houses built. It was some thirty years before substantial housing and other development occurred (Map 2). Bowness was incorporated as a village in 1948 and became a town in 1952. Bowness experienced a boom period from 1946 to 1954, when the population of the townsite of Bowness grew from 650 to 5,068 people.

Source: *Communities of Calgary Century Publications* *From Scattered Towns to a Major City*.

1964 to Present

In 1964 Bowness was annexed to the City of Calgary at the request of the town. Calgary Census records show there were 9,709 people and 2,424 units in Bowness in 1968.

In April 1978 the Bowmont Design Brief was approved by City Council. The Design Brief outlined possible community facility and amenity improvements and residential rezonings to enhance stability .

Development and building concerns have always been an issue in Bowness. From the early caveats which required buildings to be of a minimum value (for example, in 1928-$2,800) to the current concern over duplexes and fourplexes.

As shown on Table 1, 442 development permit applications were processed between January 01, 1979 and July 31, 1992. Approximately 60% of these permits were for low density residential uses. If all of the residential approved permits were constructed there would have been an increase of 1,225 dwelling units. However, according to the Census data there was an increase of 647 units during this time period, meaning approximately 53% of the units approved, were built.

Not all redevelopment/renovation work requires a development permit. Table 2 describes the building permits from January 01, 1985 to July 31, 1992. The data indicates that the majority of building activity is in new construction.

MAP 2
BOWNESS
TITLE
HISTORICAL DEVELOPMENT
LEGEND
PRE-1950
1950-1969
1970+
STUDY AREA BOUNDARY
N
THE CITY OF CALGARY
DATE:
DEC 1994

TABLE 1

DEVELOPMENT PERMITS

JANUARY 01, 1979 TO JULY 31, 1992

	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	TOTAL	% OF TOTAL
Low Density Residential Permits	39	21	11	7	6	7	9	8	2	3	15	22	14	16	180	40.7%
Relaxations for Existing Structures	*	*	*	*	*	*	*	*	9	15	13	20	14	11	82	18.6%
Number of Proposed New Units	47	25	15	4	4	5	1	1	0	2	7	9	2	5	127	**10.4%**
Multi-family Residential Permits	10	8	11	5	2	0	0	1	0	0	2	2	2	0	43	9.7%
Number of Proposed New Units	81	292	357	199	76	0	0	4	0	0	22	38	29	0	1,098	**89.6%**
Commercial Industrial Permits	7	12	7	9	5	3	3	1	9	3	7	4	7	5	82	18.6%
Change of Use Permits	1	4	1	6	3	2	5	3	5	4	4	5	8	4	55	12.4%
Total Permits	57	45	30	27	16	12	17	13	25	25	41	53	45	36	442	
Total Number of Proposed New Units	128	317	372	203	80	5	1	5	0	2	29	47	31	5	1,225	

* Not Recorded

TABLE 2

BUILDING PERMITS

JANUARY 01, 1985 - OCTOBER 09, 1992

	NEW			ADDITIONS			ALTERATIONS			REPAIRS & RELOCATIONS		DEMOL-ITIONS	TOTAL		
	#	New Units Created	Estimated Value	#	Units Created	Estimated Value	#	Units Created	Estimated Value	#	Estimated Value		#	Units Created	Estimated Value
1985	40	11	$891,164	21	0	$355,572	24	0	$162,830	2	$9,214	3	90	11	$1,418,780
1986	30	7	$716,400	18	0	$5,643,80	15	1	$180,850	0	0	4	67	8	$6,541,050
1987	34	3	$1,640,56	28	1	$342,469	20	0	$421,945	1	$19,680	3	86	4	$2,424,662
1988	33	9	$1,024,15	11	0	$81,027	14	0	$228,400	3	$24,000	4	65	9	$1,357,577
1989	40	10	$1,230,55	14	0	$625,882	20	0	$377,416	1	$15,000	2	77	10	$2,248,855
1990	49	47	$3,651,34	25	0	$570,935	13	0	$58,064	7	$56,000	7	101	47	$4,336,339
1991	34	32	$3,572,82	34	0	$932,552	21	0	$324,831	2	$21,000	5	96	32	$4,851,208
1992	31	9	$1,756,70	19	0	$775,698	13	0	$209,554	0	0	7	70	9	$2,741,957
TOTAL	291	128	$14,483,7	170	1	$9,327,93	140	1	$1,963,89	16	$144,894	35	652	130	$25,920,42

NOTE: Total number of permits includes various land uses, e.g. residential, commercial, institutional, industrial and others.

4. ENVIRONMENTAL

Historically, Area Redevelopment Plans have dealt with issues such as road networks, open space, residential redevelopment, and other matters which contribute substantially to the quality of life in any given community. What is now emerging is an expectation that ARPs play a role in increasing awareness of environmental issues and encouraging compliance with acceptable environmental practices.

Bowness is impacted by a number of physical constraints which affect community mobility, access and development. These include the Canadian Pacific Railway (CPR) main line which bisects the community; potential flooding from the Bow River; and uncertainty with respect to pollution and contamination from past and present industrial and commercial operations.

Calgary River Valleys Plan/Floodway/ Floodplain

The northern and eastern boundaries of Bowness are formed by the Bow River and the adjacent escarpment. The potential for flooding problems along the Bow River, are addressed in the floodway and floodplain regulations, in the Calgary River Valleys Plan and implemented through Section 19.1 of the Land Use Bylaw 2P80.

Site Contamination and Environmental Assessment

The Alberta Environmental Protection and Enhancement Act (June 1992) and regulations (April 1993) will enforce strict controls on industrial land use with respect to pollution and reclamation and outlines pervasive liability requirements.

Bowness contains two main industrial areas, located in the south central and southeastern portions of the community, as well as the CPR right-of-way. Much of this industrial development existed in Bowness prior to its annexation to Calgary and these lands may have experienced a multitude of uses over the years. The existence of older industrial sites, developed prior to current environmental sensitivities and regulations, may suggest potential sources of pollution. The south central industrial area, located adjacent to Bowfort Road between 78 and 83 Streets, contains two wineries that are now closed, a storage operation, and a range of highway commercial uses. The southeastern industrial area, located between 16 and 37 Avenues and between 69 Street and the CPR right-of-way contains a large nursery, a landscaping operation, a building supply and lumber yard, a City works yard, and a range of automotive related repair and service operations. In addition to these industrial areas, numerous gas stations, automobile and related repair and service operations, and autobody and paint shops are scattered along, and in proximity, to Bowness Road and 85 Street.

Protection of Sensitive Areas

As new areas develop to the south and west of Bowness, adjacent to the Trans Canada Highway, there may be a need for the construction of additional stormwater outfalls to the Bow River. To protect the river environment and adjacent escarpment, the ARP policies call for an environmental impact assessment and the use of environmental and aesthetic mitigative measures to minimize the impacts of new development.

5. SOCIAL ISSUES

Issues and Existing Conditions

The community of Bowness developed as a working class, family-oriented community. The Bowmont Design Brief, adopted by City Council in 1978, expressed concerns regarding large numbers of persons receiving social assistance and having low incomes. These same concerns continue to be expressed today.

Despite these concerns, Bowness is also characterized by a large number of people willing to help and support others in the community. Many community, social, and religious organizations offer counselling, support, education, and often basic amenities such as the food provided by the Inter-Faith Food Bank Depot.

The combination of volunteer groups and government funded agencies generally provide an acceptable level of human services. Some of the programs to address the community's needs are:

- the Bowness Seniors Club and Bowmont Seniors Assisting Seniors which provide valuable resources and services to the large seniors population of Bowness;
- the Bowness Community Association which provides leadership, coordinates a number of social and recreational activities, and provides a community point of view in planning and related matters;
- the Foothills United Church which offers support services to parents and families, including a babysitting exchange, and the Inter-Faith Food Bank depot;
- the Bowness Family Connections which operates a toy-lending library, and a self help group;
- Calgary Health Services which offers programs such as the Nobody's Perfect Parenting Program, Ready or Not and the Collective Kitchen; and
- the Block Watch Program.

Specific recommendations in the ARP address the

need for improvement to the community's social conditions. Any reduction in the current levels of government support could have significant negative effects on the community.

Bowness exhibits a higher rate of social problems than the average rate for the city based on a number of socio-economic indicators. The areas of concern include:

- the number of low income households;
- the unemployment rate;
- the number of single parent families;
- the number of senior citizens;
- the crime rates;
- the number and concentration of special care facilities;
- the number of youth on probation;
- low school attendance by 15-24 year olds;
- low educational attainment.

Low Income Households

The number of persons living in low income households in Bowness is 1.6 times the number of persons living in low income households in Calgary. Of all persons living in the Bowness area, 29.7% live in households which had incomes below the Statistics Canada's low income cutoffs (widely interpreted as the poverty line) in 1990, compared to 17.8% of residents in Calgary (Statistics Canada*[1], 1993, Profile Series, Calgary - Part B).

Median income rates of Bowness area tax filers dropped substantially between 1981 and 1988 (from .88 of median income of all Calgary tax filers down to .79). After a period of stable, low median incomes, they began to increase in 1989. The median in 1990 was $17,505 or .82 of the Calgary median of $21,400 (City of Calgary, Corporate Resources, 1993).

Sixteen and a half percent of the community's population received social assistance in 1992 compared to 6.6% of Calgary's population (Alberta Family and Social Services data).

The relatively high proportion of low income households may in part be a reflection of the supply of affordable housing and the availability of services in the community.

Unemployment

Bowness has a higher rate of unemployment[1] (11.8%) than the city average (8.1%). (Statistics Canada*[1] 1993, Profile Series, Calgary Part B). The unemployment rate in the Bowness area is 1.5 times higher than the city-wide rate.

In the Bowness area, only 49.3% of men working were employed on a full-time year-round basis in 1991, compared to the 61.2% of males in Calgary. The others were working only part of the year or part-time. Women living in the Bowness area were less likely to be working full-time and year-round (46.3%), similar to the percentage found among women across Calgary (47.3%) (Statistics Canada*[1], 1993, Profile Series, Calgary - Part B).

Approximately 80% of the income that was received by Bowness area residents in 1990 came from employment income and only about 13% came from government transfer payments (Statistics Canada*[1], 1993, Profile Series, Calgary - Part B). The balance of income comes from other income, such as investments, savings, and so on.

The 1991 Census of Canada documented that 75.6% of youth aged 15 - 24 living in the Bowness area were in the labour force. Of those, 20.3% were unemployed (Statistics Canada*[1], 1993, Profile Series, Calgary - Part B). The unemployment rate among Bowness youth is almost 1.7 times higher than the city-wide youth rate.

[1] *Defined as persons, over the age of 15 years in the labour force working or looking for work.*

Single Parent Families

A high proportion of families in Bowness are headed by a lone parent. In 1991, single parent families comprised 33.2% of those families with children living at home compared to 20.3% of lone parent families with children in Calgary (Statistics Canada*', 1993, Profile Series, Calgary - Part B).

Senior Citizens

In 1991, the population of Bowness was 12,546 people of which 9.4% were senior citizens 65 years or older. In contrast, 7.8% of Calgary's population was in the age group 65 years or older (Corporate Resources, 1991, Civic Census). In 1992, the proportion of senior citizens in Bowness receiving the Federal Guaranteed Income Supplement (an income support program which is provided only to low income seniors) was 47.5%, while the city-wide percentage was 32.0% (Corporate Resources, 1992, OAS and GIS Recipients by Community District).

Crime

In 1992, there were 142.9 crimes reported per 1,000 residents, just slightly higher (by 1.1 times) than the rate of 130.5 for all of Calgary. Of particular concern are crimes related to persons (for example, assault causing bodily harm, missing persons, common assault, vandalism, and domestic assault) which occurred in Bowness at two or more times the city rate (1992 Calgary Police Service data). Crimes related to property are similar to the city-wide rate, while "other" crimes (drugs, weapons, prostitution, for example) are lower than the city rate.

Special Care Facilities

During the ARP process, concerns were expressed about the overall number and concentration of special care facilities, within the community, compared to other communities in Calgary. According to data from Alberta Family and Social Services (AFSS), approximately 6% of the special care facilities and group homes[1] in Calgary are located in Bowness. As the population of Bowness is only 1.7% of the city's total population, Bowness contains over three times the number of special care facilities or group homes than the city-wide percentage. To address the community's concerns, the ARP encourages new special care facilities to provide for a wider diversity of care than presently exists in the community and where possible, that there not be a concentration of similar facilities in any one area of the community.

[1]The percentage of special care facilities/group homes represents only those facilities licensed by AFSS. There may be other facilities in the community operated by organizations not licensed by AFSS.

Education

Children and youth in the Bowness area are less likely to stay in school than children and youth in all of Calgary. In Bowness, only 44.2% of persons aged 15 - 24 were attending school in 1991 compared to 58.3% in the whole city (Statistics Canada*[1], 1993, Profile Series, Calgary - Part B).

Among those aged 15 years or over and out of school in 1991, the education levels were:

Table 2A
1991 Education Levels

	Bowness	Calgary
Less than Grade 9	8.9%	6.1%
Incomplete High School	31.0%	22.8%
High School	13.2%	12.8%
Trades Certificate	4.3%	2.9%
Non-University No Certificate	9.1%	7.7%
Non-University Certificate	16.7%	18.4%
University No Degree	9.7%	12.8%
University Degree	7.0%	16.5%

Youth Probation Status

While 6% of the population of northwest Calgary live in Bowness (Corporate Resources, 1993, Civic Census), 33% of youth in the northwest who are on probation, live in Bowness (1992 Social Services Department data).

Immigration/Mobility/Language

An inability to speak English can be an indication of social isolation, as it forces reliance on family members and often, personal acquaintances to assist in all communication. The social indicators provided below do not suggest that this is an area of high concern in Bowness.

The Bowness area has had fewer recent immigrants (who arrived between 1988 and July 1991) among its residents (a total of .9%), compared to Calgary-wide figures (which total 3.1%). In 1991, only 12.6% of Bowness area residents had immigrated from another country compared to 20.9% for the city as a whole (Statistics Canada*1, 1993, Profile Series, Calgary - Part B).

Just as Bowness residents are less likely to have immigrated from another country, they are also somewhat less likely to have moved in the course of one to five years. In Calgary, 59.1% of the population moved between 1986 and 1991 compared to 57.7% in Bowness. This indicates relative stability in the community. However, in a one year period, between 1990 and 1991, 29.2% of Bowness residents compared to 23.9% of Calgarians moved. (Statistics Canada*1, 1993, Profile Series, Calgary - Part B).

Inability to speak English affects few people in the Bowness area. Only .4% of Bowness area residents spoke no English in 1991 compared to 1.9% of residents in Calgary (Statistics Canada*1, 1993, Profile Series, Calgary - part B).

*1 *Canada Census Data is based on a Bowness area (i.e., Census Tracts 051 and 05001) which is not the same as the ARP boundary.*

Conclusions

As illustrated by the above statistics, Bowness has higher rates of unemployment, social assistance, low income households, single parent family households, youth on probation, and crimes against persons than the rates found across the city. Residents indicated, through the 1990 ARP Survey, that additional services or programs may be required to address some of the problem areas:

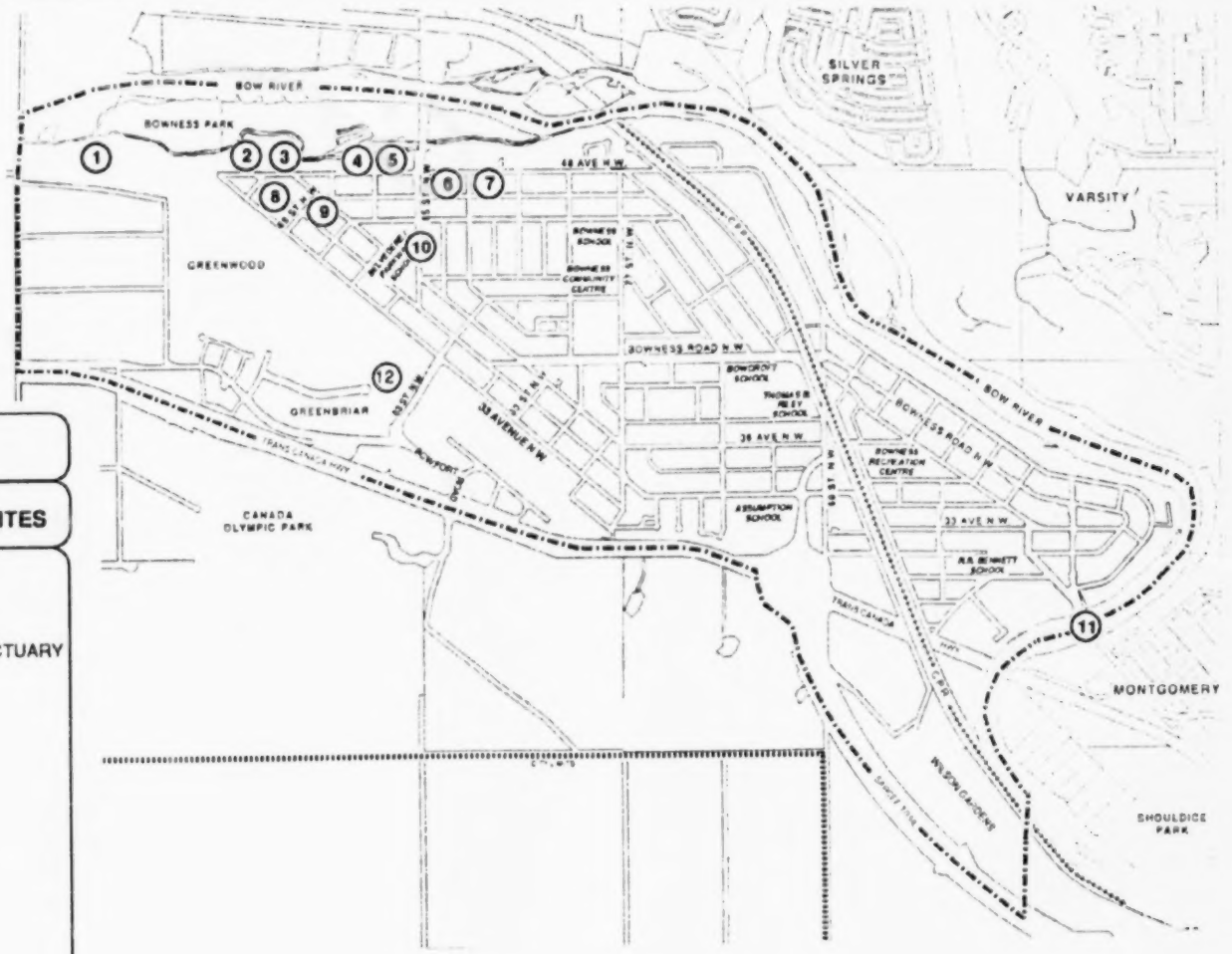
- high incidence of selected crimes and perceived insufficiency of police protection;
- insufficient recreational facilities and programs, especially for teenagers;
- insufficient neighbourhood services, such as seniors' housing, daycare, before and after school care;
- insufficient services to address low income and problems of high unemployment.

There are numerous services and programs offered by the Calgary Social Services Department, Calgary Police Service, Calgary Health Services, the Bowness Community Association, schools, churches, and other agencies and support groups. Since work on the ARP began, a number of new support groups and programs have been introduced to address community needs (for example, Calgary Parks & Recreation and the Calgary Boys and Girls Club, operate P.L.A.Y., a teen drop-in centre). A new seniors' housing project was recently completed on Bowness Road (Heritage Terrace). Information on the variety of services and programs available in the community needs to be communicated to area residents. It is suggested that the Bowness Community Association or the Bowmont Community Alliance for Parenting (BCAPS) provide a comprehensive list of available services through their newsletter on an annual basis. Available services could also be posted in the local library.

There, however, are areas where services and programs are considered to be deficient or not provided. For example, young people have been identified by various agencies and support groups as being in need of immediate support. During the preparation of the ARP, Calgary Boys and Girls Clubs, and Calgary Parks & Recreation established a teen centre which operates out of the old community hall two nights a week. There is now a desire to see a full program developed to address the social, recreational, employment, and health needs of area youth. As well, the need for a walk-in crisis counselling service, employment counselling and training programs, and local job creation initiatives in the community, have been identified. Wood's Christian Home has recently established the Westside Family Centre a walk-in crisis counselling centre to service Calgary Centre West. The program is operating in a manner similar to the services offered by the Eastside Family Centre.

In response to community concerns and needs, the ARP encourages social programs that will improve the quality of life for Bowness residents. These programs include:

- development of a youth centre and programs
- development of employment resource/ counselling services and local job creation initiatives



MAP 3

BOWNESS

TITLE **POTENTIAL HERITAGE SITES**

LEGEND

DESIGNATED PROVINCIAL HERITAGE SITES

(1) WOOD'S DOUGLAS FIR SANCTUARY

(11) JOHN HEXTALL BRIDGE

POTENTIAL HERITAGE SITES

(2) 9040 - 48 AVENUE

(3) 9016 - 48 AVENUE

(4) 8820 - 48 AVENUE

(5) 8648 - 48 AVENUE

(6) 8539 - 48 AVENUE

(7) 8331 - 48 AVENUE

(8) 8919 - 34 AVENUE

(9) 8904 - 34 AVENUE

(10) 4631 - 85 AVENUE

(12) 222 GREENBRIAR PLACE

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

DATE: DEC 1994

6. HERITAGE CONSERVATION

There are currently two sites in Bowness designated under the Alberta Historical Resources Act. The Wood's Douglas Fir Tree Sanctuary site is a designated Provincial Historical resource, while the Shouldice/Hextall Bridge is a designated Registered Historical resource. These sites are located on Map 3.

In addition, ten potential heritage sites are identified below and located on Map 3. This list may change as further sites are identified by the City's Heritage Planner, Alberta Culture and the Heritage Advisory Board.

Bowness Potential Heritage Sites

The following homes generally characterize John Hextall's original vision of a "garden estates" suburb for upper middle class residents.

48th Avenue

8648 - 48 Avenue NW

- River boulder fence
- Large Edwardian era Craftsman-style shingle bungalow with verandah, dormers, and corbelled chimney

8820 - 48 Avenue NW

- Craftsman-style bungalow with bow window, verandah, extended eaves, and dormers

9016 - 48 Avenue NW

- Craftsman-style bungalow (stuccoed) with eave brackets and dormer

9040 - 48 Avenue NW

- Craftsman-style bungalow (small)

8539 - 48 Avenue NW (3 lots)

- Gambrel roof residence, stucco, portico with doric columns
- Large front yard, traditional treatment

8331 - 48 Avenue NW

- 3 storey Craftsman-style/Edwardian era shingle and wood siding, stucco and half-timbering

34th Avenue

8904 - 34 Avenue NW

- 2 storey with third storey dormer
- Queen Anne influences; exposed timbering in an a-typical rectilinear grid, with leaded windows

8919 - 34 Avenue NW

- Large lot
- Queen Anne/Craftsman influences, exposed half-timbering with shingles and brackets

85 Street

4631 - 85 Street

- The original Belvedere/Parkway School (1932)

- Cottage school with mission style influences in parapet wall

Shouldice/Hextall Bridge

A $75,000 three span steel truss bridge across the Bow River, connecting Bowness with Calgary, was completed in 1911 by John Hextall. Originally known as the Bowness Bridge, it later came to be known as the Shouldice Bridge. More recently the bridge has been renamed after its builder, John Hextall. Closed to vehicular traffic in 1986, the bridge is still in use for pedestrians and cyclists.

Wood's Douglas Fir Tree Sanctuary

The Wood's Douglas Fir Tree Sanctuary is of significant natural value as the mature Douglas fir trees are 350 years old or more.

Bowness Golf and Country Club House

The clubhouse was built by John Hextal in 1912 on a 150 acre golf course. The building was used as a club house for approximately 50 years, later converted to a restaurant but now is not in use. The wood-frame structure is half timbered and stucco clad, with a symmetrical massing and twin conical roofed towers. As an isolated building it can be seen from many places in the valley and from the Trans Canada Highway.

7. EXISTING SERVICES AND TRANSPORTATION SYSTEM

Context

Bowness is well-served by a hierarchy of roads. It has the Trans Canada Highway as a freeway/ expressway along its southern boundary and Bowness Road as a major roadway through the centre of the community. 83 Street NW, 77 Street NW and 34 Avenue NW serve as major connections to the Trans Canada Highway and Sarcee Trail. The designated collector streets in the community are linked to the major roads and have transit service.

There are constraints in the road network that have contributed to some traffic problems. There are only four access points for the community and two of these are crossings of the Bow River. Hence, commuters from other communities, drive through Bowness to reach their destination. The lack of alternate high standard crossings of the Bow River and the potential for substantial subdivision development in the northwest are important considerations.

There is one scheduled major transportation improvement, in the general area, that would affect Bowness. The City of Calgary and the Provincial government are currently constructing a segment of the Stoney Trail, which will link the Trans Canada Highway to Crowchild Trail North. This roadway link will be located to the west of Bowness and be designed as an express/freeway standard facility. The initial stage is currently scheduled for construction in 1994 through 1997.

Existing water and sewer service for Bowness are shown on Maps 8 and 9.

In general, the key transportation issues for Bowness, as expressed by the community, include:

1. Traffic impacts from developable lands surrounding Bowness.

2. Shortcutting and related traffic problems attributed to downtown commuters and northwest motorists destined to and from the Trans Canada Highway.

3. Concerns about proposed and planned future major transportation facilities that affect the community.

4. Concerns about pedestrian and traffic safety at various locations within the community with specific concern for children in the vicinity of schools, parks and child care facilities.

5. The necessity of setback requirements for portions of Bowness Road, 83 Street and 85 Street.

6. Whether the Sarcee Trail Expressway extension is required, long term impacts of building it, and if it is not to be built, what to use the land for. (The Community Association historically and still today opposes the extension through Bowness.)

7. Improvements, if any to, the Bowfort Road and Trans Canada Highway interchange. (The Community Association historically and still today opposes a grade separated solution.)

Objectives

A series of objectives were developed by the Community Planning Advisory Committee (CPAC) for the Bowness Area Redevelopment Plan. The transportation policies for Bowness are based on the objectives listed below:

1. Discourage non-local traffic from using internal community streets for shortcutting by:

   - Improving the capacity of roadways surrounding the community.
   - Considering traffic control measures for local community streets and developing a strategic traffic management program.
   - Considering local circulation needs and not displacing traffic problems onto adjacent roadways, nor creating serious travel delays for local residents.

2. Improve and enhance cycling opportunities within the community through revisions and/or minor additions to the existing pathway/ bikeway system taking into consideration the protection of environmentally sensitive areas and related concerns.

3. Address motorist and pedestrian crossing safety concerns in Bowness with specific concern for children in the vicinity of schools, park areas and child care facilities.

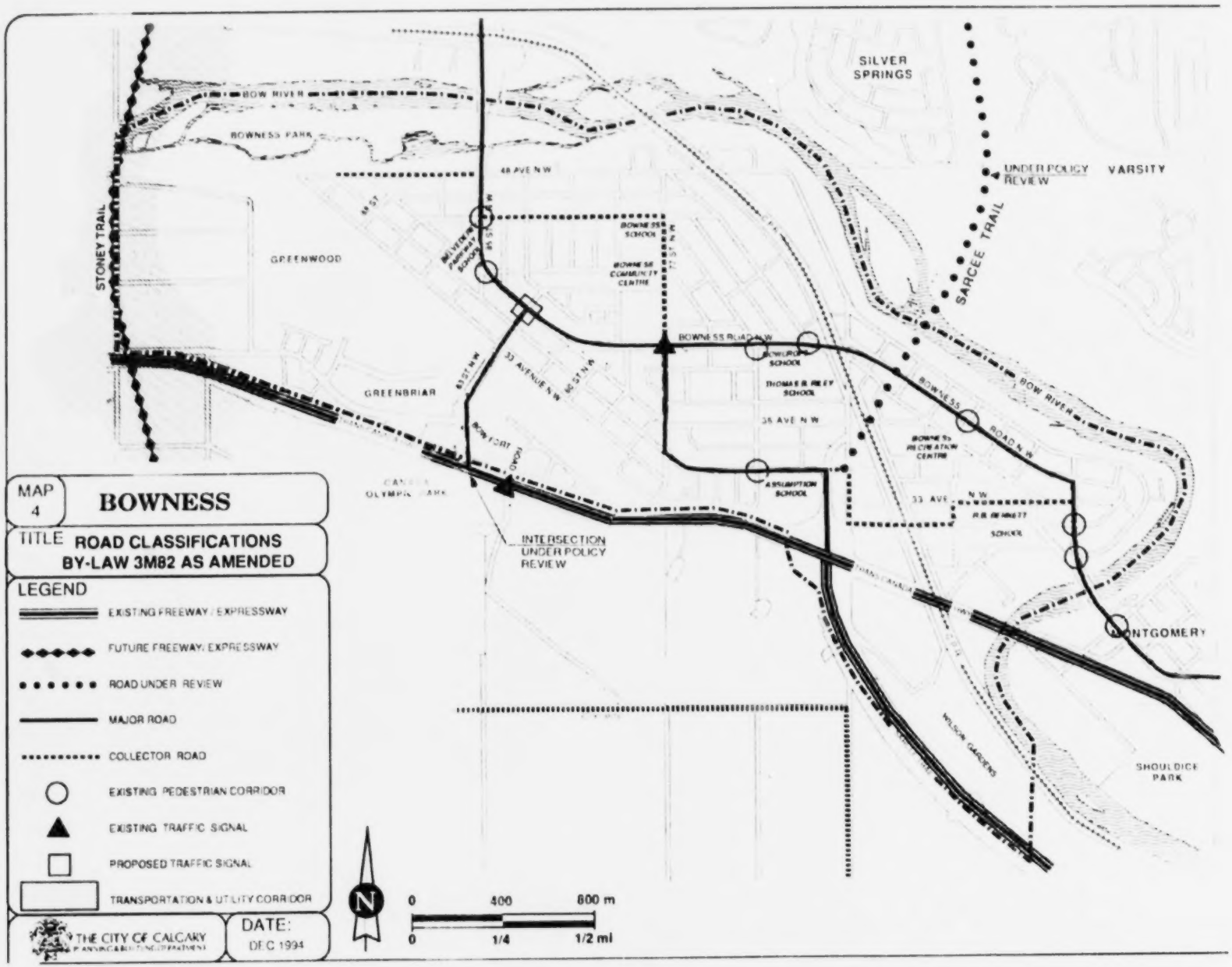
4. Provide the framework for safe and efficient pedestrian, bicycle and vehicular circulation systems.

5. Address speeding concerns on residential and collector streets through traffic management measures and enforcement activities.

6. Ensure appropriate safeguards or triggering mechanisms are in place for the implementation of traffic management strategies.

7. Facilitate access and circulation to and from the business and parking areas of Mainstreet Bowness.

8. Address local concerns regarding regional facilities such as parks and transportation improvements that could affect parking and circulation within the community.


SILVER SPRINGS
BOW RIVER
BOWNESS PARK
48 AVE N W
STONEY TRAIL
GREENWOOD
GREENBRIAR
BOWNESS SCHOOL
BOWNESS COMMUNITY CENTRE
BOWNESS ROAD N W
THOMAS B. RILEY SCHOOL
35 AVE N W
33 AVENUE N W
SARCEE TRAIL
UNDER POLICY REVIEW
VARSITY
BOW RIVER
BOWNESS ROAD N W
BOWNESS RECREATION CENTRE
ASSUMPTION SCHOOL
33 AVE N W
INTERSECTION UNDER POLICY REVIEW
MONTGOMERY
SHOULDICE PARK
WILSON GARDENS
MAP 4
BOWNESS
TITLE ROAD CLASSIFICATIONS BY-LAW 3M82 AS AMENDED
LEGEND
EXISTING FREEWAY / EXPRESSWAY
FUTURE FREEWAY/ EXPRESSWAY
ROAD UNDER REVIEW
MAJOR ROAD
COLLECTOR ROAD
EXISTING PEDESTRIAN CORRIDOR
EXISTING TRAFFIC SIGNAL
PROPOSED TRAFFIC SIGNAL
TRANSPORTATION & UTILITY CORRIDOR
THE CITY OF CALGARY
DATE: DEC 1994
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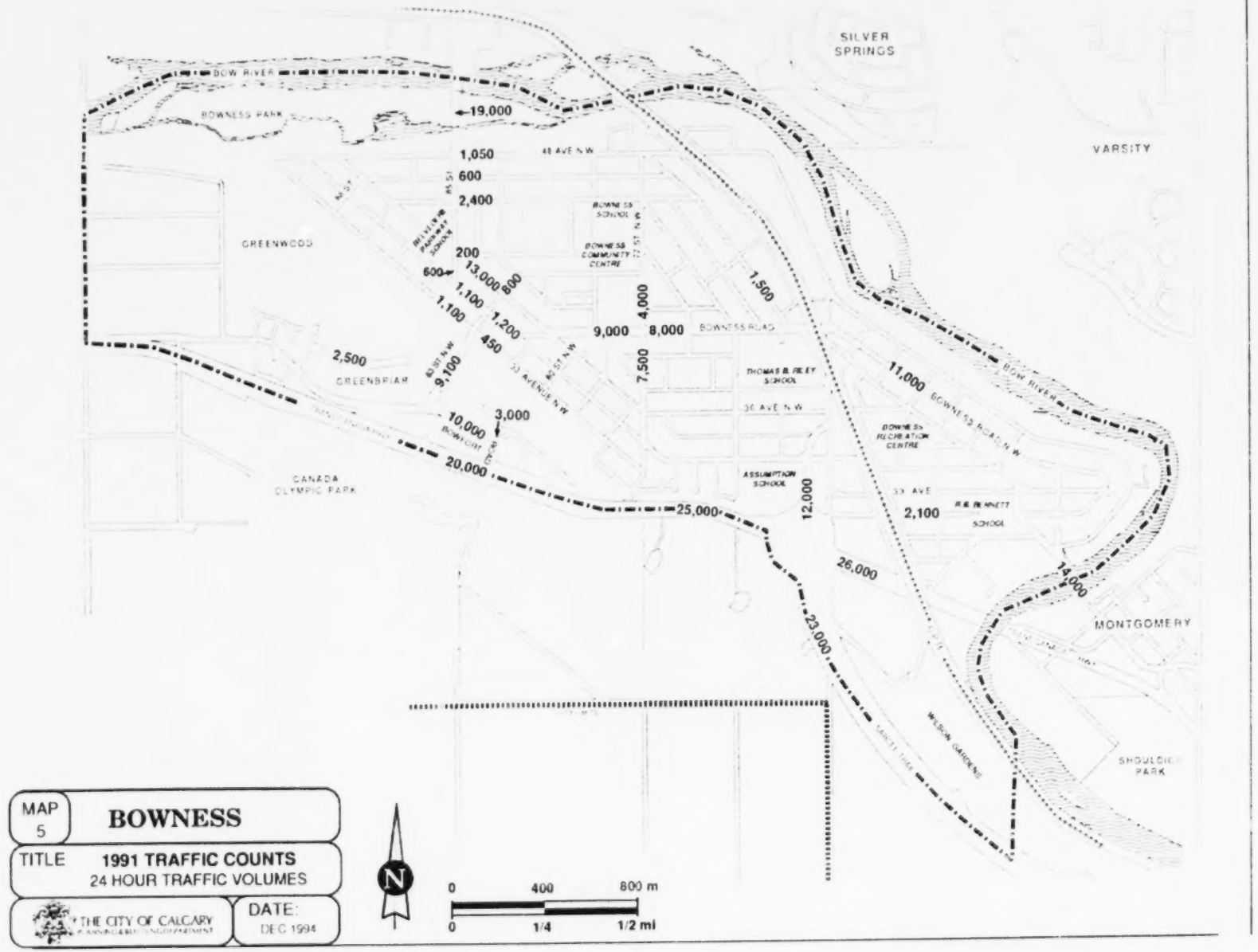
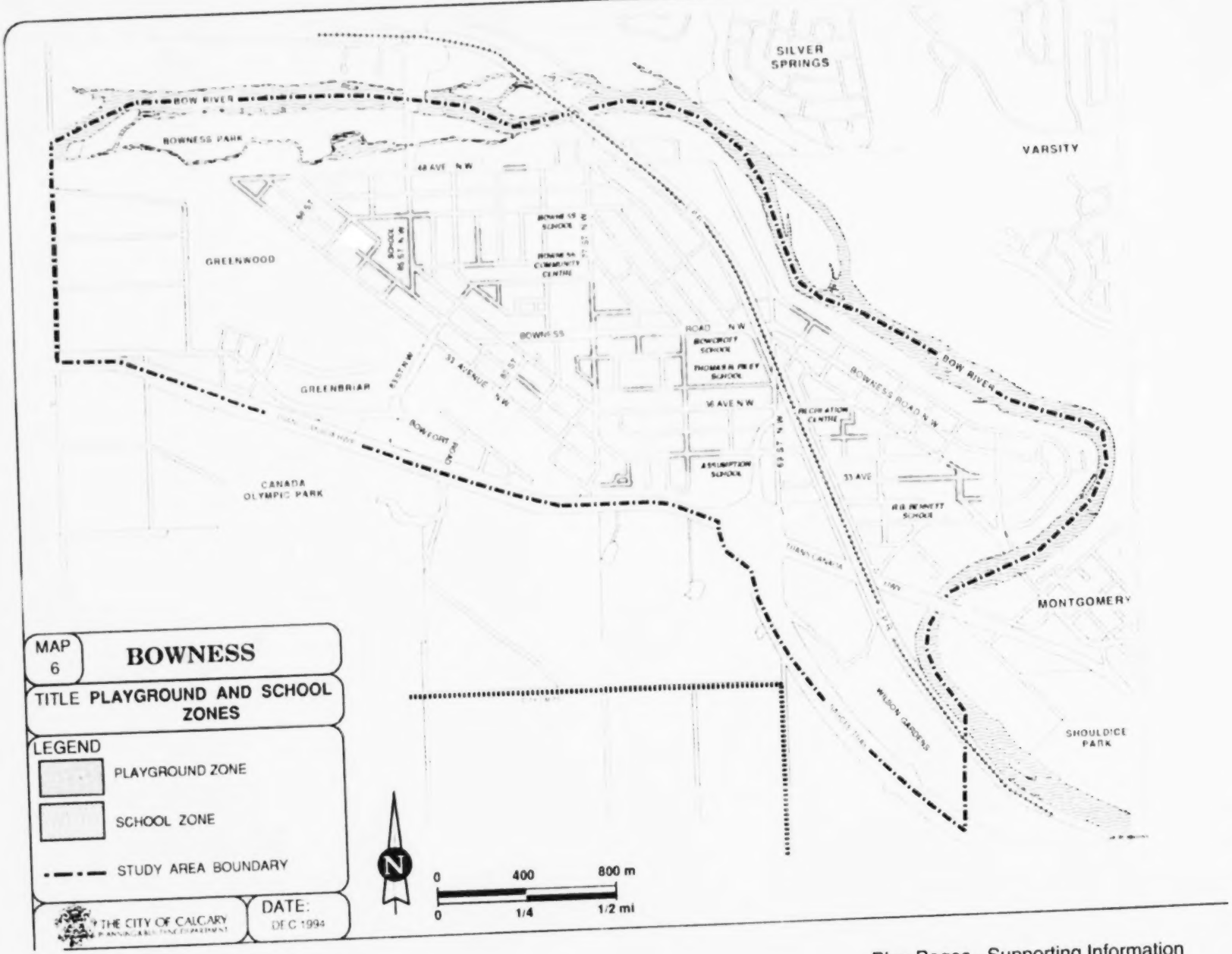

SILVER SPRINGS
BOW RIVER
BOWNESS PARK
19,000
1,050
600
2,400
48 AVE N.W.
VARSITY
GREENWOOD
200
600
13,000
800
1,100
1,100
1,200
450
4,000
9,000
8,000
BOWNESS ROAD
1,500
2,500
GREENBRIAR
9,100
7,500
THOMAS B. RILEY SCHOOL
11,000
BOWNESS ROAD N.W.
BOW RIVER
3,000
10,000
30 AVE N.W.
BOWNESS RECREATION CENTRE
20,000
CANADA OLYMPIC PARK
ASSUMPTION SCHOOL
12,000
25,000
33 AVE
2,100
R.B. BENNETT SCHOOL
26,000
14,000
MONTGOMERY
23,000
WILSON GARDENS
SHOULDICE PARK
MAP 5
BOWNESS
TITLE 1991 TRAFFIC COUNTS
24 HOUR TRAFFIC VOLUMES
THE CITY OF CALGARY
DATE: DEC 1994
N
0 400 800 m
0 1/4 1/2 mi


SILVER SPRINGS
VARSITY
BOW RIVER
BOWNESS PARK
48 AVE N.W.
GREENWOOD
BOWNESS
GREENBRIAR
33 AVENUE N.W.
BOWFORT ROAD
CANADA OLYMPIC PARK
ROAD N.W.
BOWCROFT SCHOOL
THOMAS R. FREY SCHOOL
36 AVE N.W.
ASSUMPTION SCHOOL
BOWNESS ROAD N.W.
RECREATION CENTRE
33 AVE
R.B. BENNETT SCHOOL
MONTGOMERY
SHOULDICE PARK
WILSON GARDENS
MAP 6
BOWNESS
TITLE PLAYGROUND AND SCHOOL ZONES
LEGEND
PLAYGROUND ZONE
SCHOOL ZONE
STUDY AREA BOUNDARY
THE CITY OF CALGARY
DATE: DEC 1994
N
0 400 800 m
0 1/4 1/2 mi

Issues

1. Road System

The existing road classifications in Bowness are shown on Map 4. The major thoroughfares serving the community include the expressways of 16 Avenue NW (Trans Canada Highway), and Sarcee Trail NW, Bowness Road, 83 Street and 34 Avenue NW The overall street system is a standard grid pattern with some curvilinear streets near the Bow River.

Map 5 shows 1991 traffic volume data on selected roadways, while Map 6 identifies the location of playground and school zones.

To accommodate community and city-wide mobility needs, the expressway/freeway, major and collector roadways should retain their existing classifications until the GoPlan completes its review of the Transportation System Bylaw and has evaluated the status and requirements of the road network.

The existing classifications are as follows:

Expressway/Freeway

- Sarcee Trail North
- Trans Canada Highway
- Stoney Trail North

Major Roads

- Bowfort Road NW between 83 Street NW and Trans Canada Highway
- Bowness Road NW between the Bow River and 85 Street NW
- 83 Street NW between Bowness Road NW and Bowfort Road NW
- 85 Street NW between Bowness Road NW and Bow River
- 77 Street NW between Bowness Road NW and 34 Avenue NW
- 34 Avenue NW between Sarcee Trail North and 77 Street NW

Collector Streets

- 32 Avenue NW between 63 Street NW and 69 Street NW
- 33 Avenue NW between 63 Street NW and Bowness Road NW
- 46 Avenue NW between 77 Street NW and 85 Street NW
- 48 Avenue NW between 85 Street NW and 34 Avenue NW
- 63 Street NW between 32 Avenue NW and 33 Avenue NW
- 69 Street NW between 32 Avenue NW and 34 Avenue NW
- 77 Street NW between Bowness Road NW and 46 Avenue NW

Major roads expedite the movement of high volumes of traffic between various areas of the city. Collector streets distribute traffic between major and local roads. Local roads provide access to properties within the community. With the exception of the streets noted above, all other streets in the community are local roads.

During the course of normal operations, the Transportation Department will continue to:

- respond to community concerns regarding pedestrian/cyclist/traffic conflicts with a view to minimizing the conflicts while providing for safe and convenient movement.

- review future development proposals in the area to determine potential traffic and parking impacts. Based on technical analysis, recommendations will be made to the Approving Authority with respect to requirements that will ensure a safe and efficient traffic flow in the area while meeting the community's local traffic objectives.

2. Sarcee Trail Extension

A right-of-way for the extension of Sarcee Trail North as an expressway/freeway standard roadway is being protected from the Trans Canada Highway to Crowchild Trail North. Residential development or redevelopment is allowed up to an R2A density within the right-of-way. Development in non-residential areas is reviewed by the City of Calgary to determine if there are any conflicts. If conflicts cannot be resolved, the City will acquire the site. The land within the Sarcee Trail right-of-way will be acquired by the purchase of individual lots as they become available for sale or when a decision is made to construct Sarcee Trail North. The Sarcee Trail extension and the need for this facility is presently under policy review by the GoPlan which is undertaking a review of the Transportation System Bylaw.

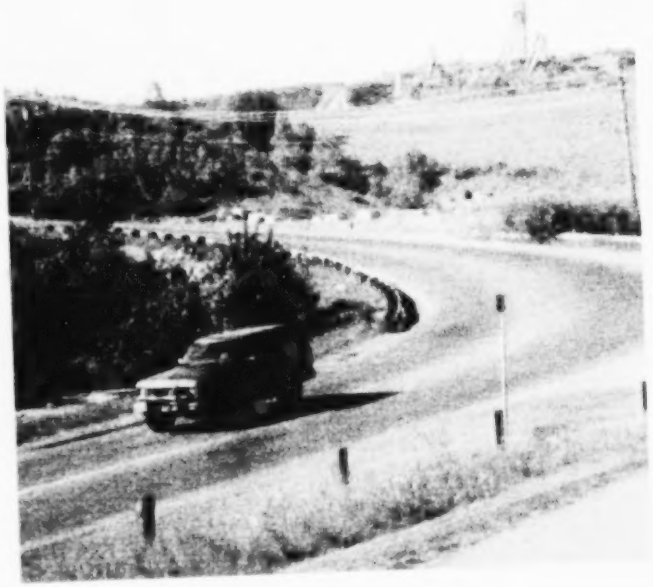
With respect to the proposed Sarcee Trail extension over the Bow River, the community is extremely concerned about the potential impacts of such a project. The community believes that this regional facility will divide the community in a physical sense and will have detrimental effects with respect to pollution, noise and aesthetics. Concerns have also been expressed about the negative impacts of this facility on the Mainstreet business area of Bowness Road NW. The question of the need for this major transportation facility and the unknown timeframe for implementation, has contributed to uncertainty about the development potential of affected properties.

3. 83 Street NW/Bowfort Road NW/
Trans Canada Highway

Any roadway improvements such as grade separation will require further analysis and community input. During 1992, storm sewer improvements were installed to address a flooding problem in the vicinity. While there are no definite plans for upgrading this two lane roadway in the foreseeable future, there are two factors which could speed up or put pressure on this route:

- The need to accommodate new development.
- The need to achieve free-flow capability on Trans Canada Highway.

The roadway setback that would be acquired through the development process along Bowfort Road NW for the purposes of roadway upgrading is viewed by the community with concern. These ongoing concerns were previously documented in the Bowmont Design Brief which was approved by City Council in 1978.



The community is concerned with the prospect of a future proposed interchange at the intersection of 83 Street/Bowfort Road NW and the Trans Canada Highway. There are concerns that this future grade-separated facility will provide better and more convenient access for non-local commuter traffic through Bowness. Additionally, given the potentially developable lands such as Valley Ridge, Greenbriar, Calgary West and Stonebridge, there are concerns that traffic levels through the community will increase. As a result of these concerns, City Council approved the following recommendation in Report TTP91-56 RE: Access to the Approved Greenbriar Subdivision:

"9. That Council delete the assumption that an 83 Street/Trans Canada Highway grade separated interchange will be built in the foreseeable future or within the next twenty years from future transportation planning assumptions until the review of the Transportation Bylaw Plan Review is completed by City Council."

However, if the community concerns are related to non-local traffic, alternate designs should be considered at the time of re-examining this issue.

In accordance with standard policy, the budget process and project priorities, the Transportation Department will respond to future community concerns regarding shortcutting traffic and associated problems. If a traffic problem is identified and the community and City Council support is obtained for a study, then preventative traffic control measures could be investigated for implementation as part of a future community traffic study.

4. Setbacks

At the present time there are four segments of major roadways that have bylawed setbacks of 5.182 metres (17 feet) on each side of the roadway for road widening purposes. They include:

- Bowness Road NW from 40 Avenue NW to 44 Avenue NW
- Bowness Road NW from the CPR right-of-way to Bow Crescent NW
- 83 Street NW from Bowness Road NW to 33 Avenue NW
- 85 Street NW from Bowness Road NW to 48 Avenue NW

The objective of the setbacks is to allow for the orderly acquisition of lands required primarily for road widening purposes as redevelopment proceeds. The Transportation Department does not intend to, nor do they have roadway plans for widening these roads in the foreseeable future. It is expected that as safety and operational problems are identified in the future, interim use of the setback can be in the form of operational improvements with the provision of left turn bays, right turn channelizations or median treatments. Any significant proposal to use the setback for road widening purposes would require a functional planning study with an extensive community consultation component.

Mainstreet on Bowness Road NW from 62 Street to 65 Street NW can be enhanced through the acquisition of the bylawed setback. This will allow for the provision of continuous sidewalks, more on-street parking and areas for the placement of street furniture and other amenities. It is possible that these improvements can be implemented in conjunction with any approved permanent installations from the Parking and Traffic Plan which is presently in its experimental phase and is detailed in this document.

5. Traffic Control Program

The Transportation Department will continue to work with the Bowness community on a comprehensive community traffic control program that is presently underway. Recommendations will be made to City Council to address the following issues based on extensive consultation with the residential and business communities.

a. 34 Avenue NW at 77 Street NW - shortcutting and undefined traffic manoeuvres at the intersection affecting safe pedestrian crossings.

b. 85 Street NW (south of Bowness Road NW) - shortcutting and speed-related concerns including pedestrian crossing safety issues near the school.

c. 46 Avenue NW (77 Street to 85 Street NW) - pedestrian crossing safety and speeding concerns.

d. 34 Avenue NW (Sarcee Trail to 73 Street NW) - pedestrian crossing and traffic safety concerns resulting from traffic manoeuvres through intersections and dual lane operation.

e. Bowness Road NW - (6200 block to 6500 block) pedestrian crossing and traffic safety concerns, including a need to define and enhance parking facilities in the area.

f. 63 Street NW at the intersections of 32 Avenue and 34 Avenue NW - speeding, pedestrian crossing and traffic safety concerns, including unsafe traffic manoeuvres at the subject intersections.

g. Bowness Park - circulation and parking problems in the residential district adjacent to this regional park facility.

h. Bowness Road NW at the intersection of Bowwood Drive and Bow Crescent NW - pedestrian and traffic safety concerns related to intersection operating conditions, lane designations and a bus zone.

i. Improvements to the cycle network at various locations within the community for both on-street bikeways and off-street pathways.

Measures to address or minimize traffic problems should be introduced, if technically and publicly acceptable, and be undertaken in accordance with standard procedure and subject to budget considerations.

In formulating or implementing any major transportation changes that may affect Bowness, the Transportation Department and the Engineering and Environmental Services Department will consult with the community.

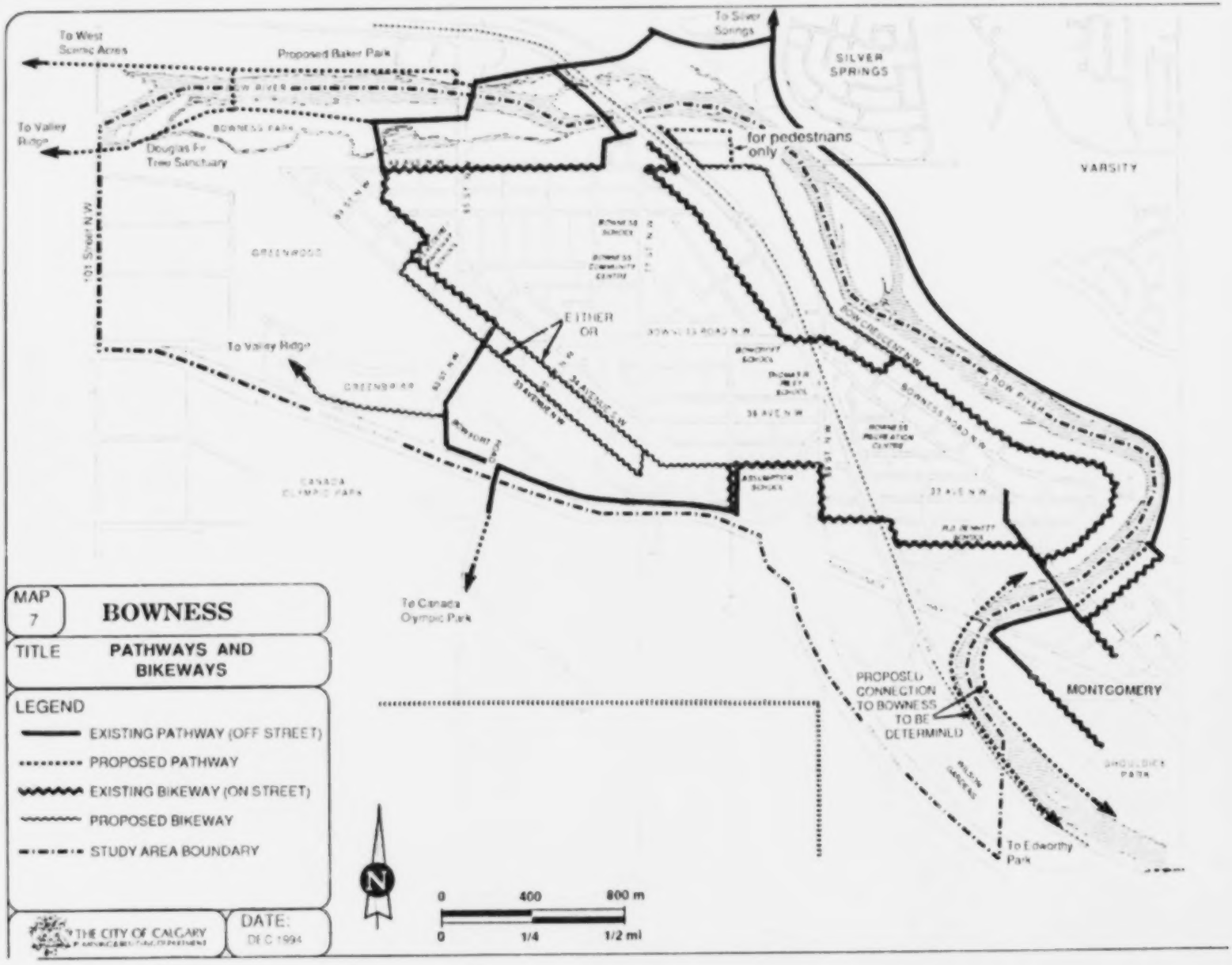
6. Bikeways & Pathways

A number of concerns were identified by the CPAC regarding safety and continuity of existing cycling and pedestrian facilities in the Bowness area. The need for cycling and pedestrian activities in sensitive environmental areas and through private riverfront properties to be protected, was highlighted. A number of street locations and intersections were identified as being hazardous for pedestrians and cyclists by virtue of the design and operating characteristics of the roadway.

To enhance cycling/pedestrian opportunities within the community through revisions and/or minor additions to the existing pathway/ bikeway system, taking into consideration the protection of environmentally sensitive areas and privately-owned properties.

The Transportation Department, in consultation with the Community Association and affected residents, will review opportunities to enhance the existing network of pathways and bikeways in the community. Some of the issues subject to review are:

- The possible relocation of a segment of existing on-street bikeway that presently runs along Bowness Road NW from 65 Street NW under the CPR underpass and along 70 Street NW to 48 Avenue NW to a safer cyclist route with a simpler and more continuous alignment along Bow Crescent NW.


To West Scenic Acres
Proposed Baker Park
To Valley Ridge
Douglas Fir Tree Sanctuary
To Silver Springs
SILVER SPRINGS
for pedestrians only
VARSITY
EITHER OR
To Valley Ridge
To Canada Olympic Park
PROPOSED CONNECTION TO BOWNESS TO BE DETERMINED
MONTGOMERY
To Edworthy Park
MAP 7
BOWNESS
TITLE
PATHWAYS AND BIKEWAYS
LEGEND
EXISTING PATHWAY (OFF STREET)
PROPOSED PATHWAY
EXISTING BIKEWAY (ON STREET)
PROPOSED BIKEWAY
STUDY AREA BOUNDARY
THE CITY OF CALGARY
DATE:
DEC 1994
N
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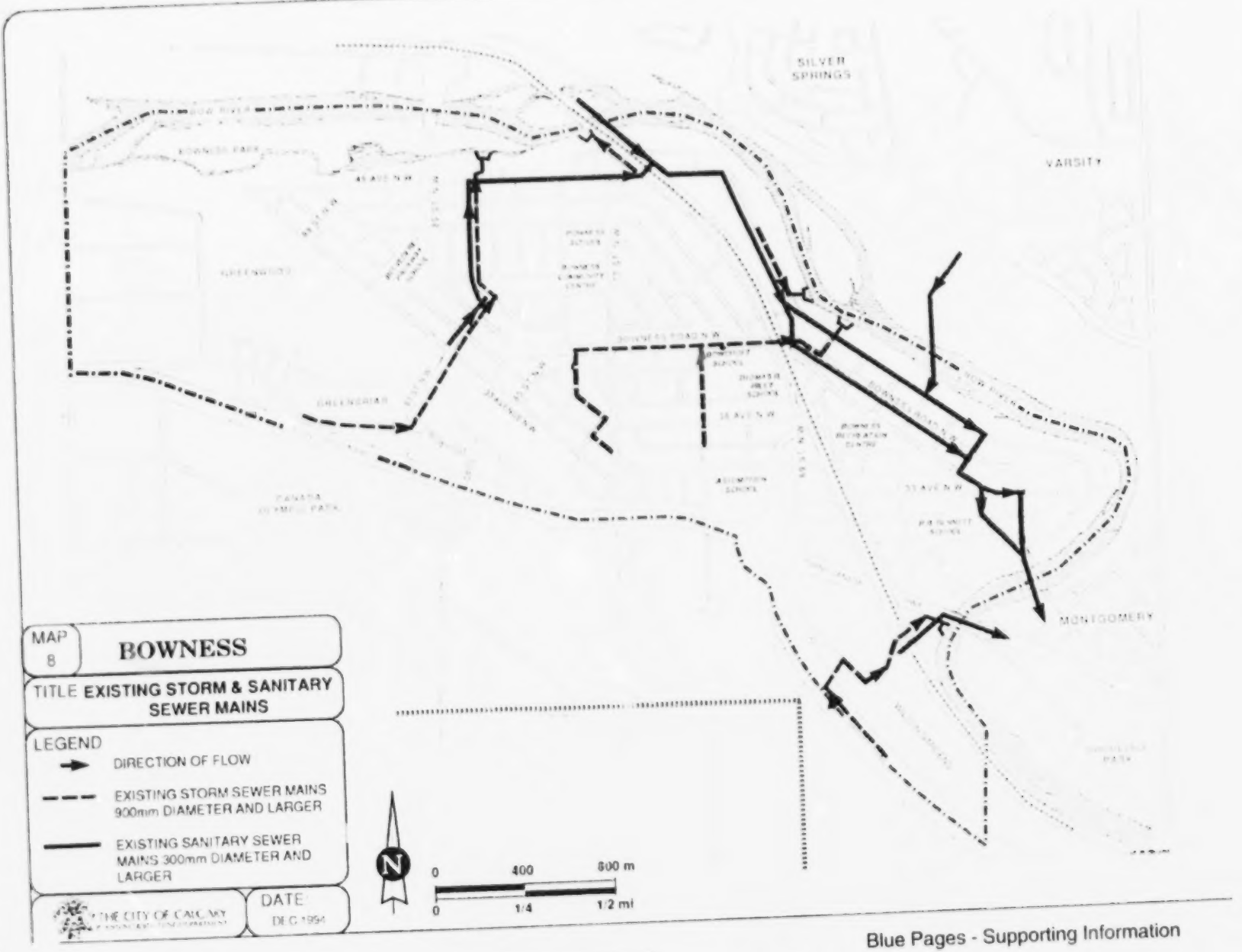
1/2 mi

- A review of the existing on-street bikeway system in the vicinity of 33 Avenue NW, in the northwest portion of the community, to simplify the network and to use streets with low traffic volumes. This review will commence, pending the outcome of the results of a community-wide traffic study which could have implications on the use of several roadways in the vicinity.

- Through two processes, the Calgary Cycle Plan and the Bowness Community Traffic Study, it is expected that a number of issues affecting both pedestrian and cyclist safety will be resolved through the use of local area traffic management control measures, and revisions and/or additions to the cycle/ pedestrian network.


SILVER SPRINGS
VARSITY
MONTGOMERY
MAP 8
BOWNESS
TITLE EXISTING STORM & SANITARY SEWER MAINS
LEGEND
DIRECTION OF FLOW
EXISTING STORM SEWER MAINS 900mm DIAMETER AND LARGER
EXISTING SANITARY SEWER MAINS 300mm DIAMETER AND LARGER
THE CITY OF CALGARY
DATE
DEC 1994
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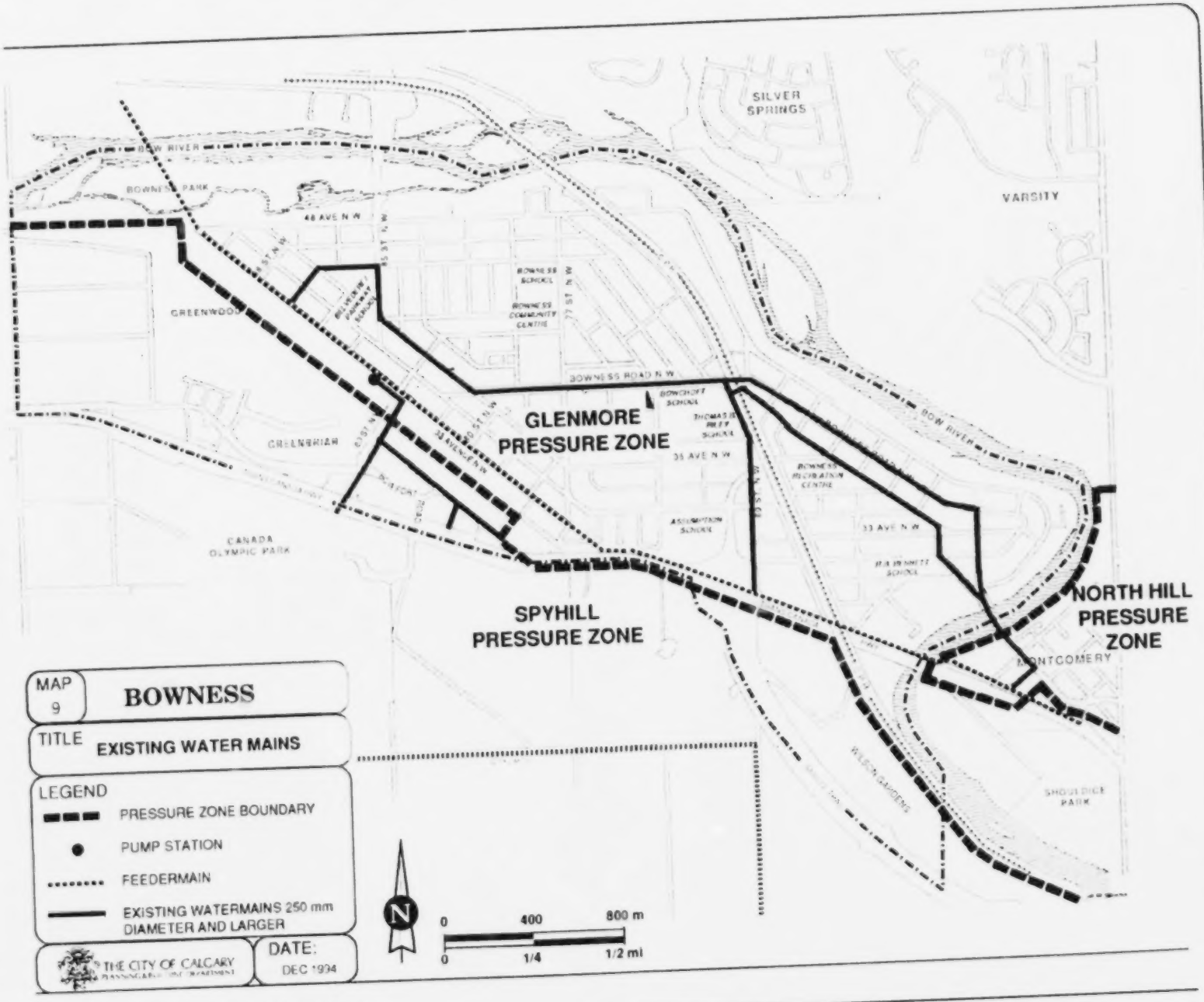

SILVER SPRINGS
BOW RIVER
VARSITY
48 AVE N W
GREENWOOD
BOWNESS ROAD N W
GLENMORE PRESSURE ZONE
GREENBRIAR
33 AVE N W
CANADA OLYMPIC PARK
SPYHILL PRESSURE ZONE
NORTH HILL PRESSURE ZONE
MONTGOMERY
MAP 9
BOWNESS
TITLE
EXISTING WATER MAINS
LEGEND
PRESSURE ZONE BOUNDARY
PUMP STATION
FEEDERMAIN
EXISTING WATERMAINS 250 mm DIAMETER AND LARGER
N
0 400 800 m
0 1/4 1/2 mi
THE CITY OF CALGARY
DATE:
DEC 1994

8. EXISTING LAND USE

Bowness occupies a gross area of approximately 565 hectares (1,400 acres) and a net area (excluding roads) of 390 hectares (965 acres). Greenbriar is approximately 122 hectares (300 acres) gross and 98 hectares (238 acres) net.

Because Bowness developed as a separate town prior to its annexation to Calgary, the community exhibits an overall land use pattern comparable to other small towns and cities. Bowness is similar to Calgary as a whole, having the commercial town centre and higher density residential uses located in the central portion of the community and ringed by lower density R-1 and R-2 areas.

Map 10 and Figure 1 show the existing land use designations (zoning) and Map 11 and Figure 2 show the existing land uses.

In Bowness, although only 34% of the land is designated R-1, 46% of the land is used for single detached dwellings. This means that 12% of the single detached dwellings are located on land designated for a higher density. Note the 12% recreational use is equal to the 12% of the land designated PE.

In Greenbriar, most of the land (65%) is designated Urban Reserve (UR) and most of the UR land is taken up by the mobile home park.

FIGURE 1

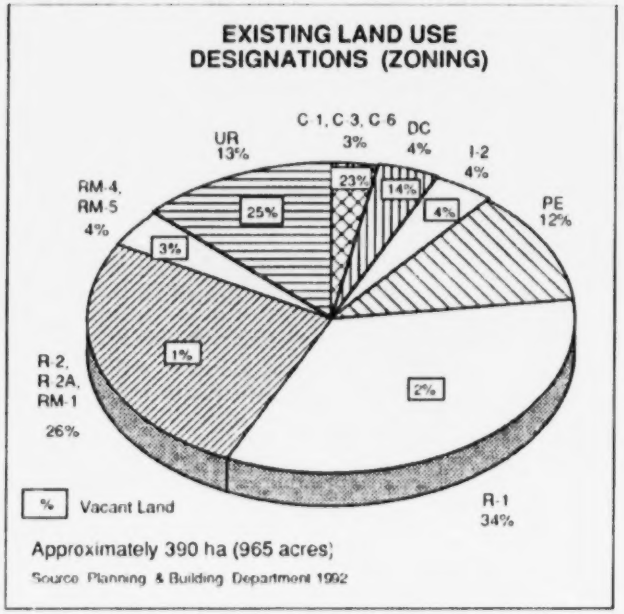
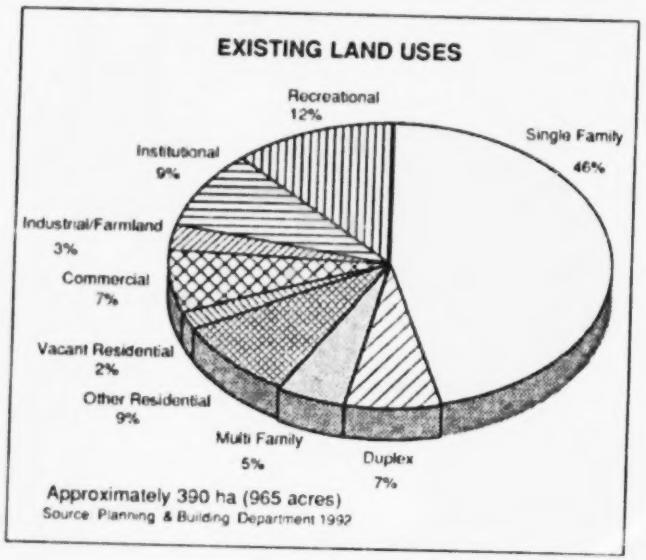
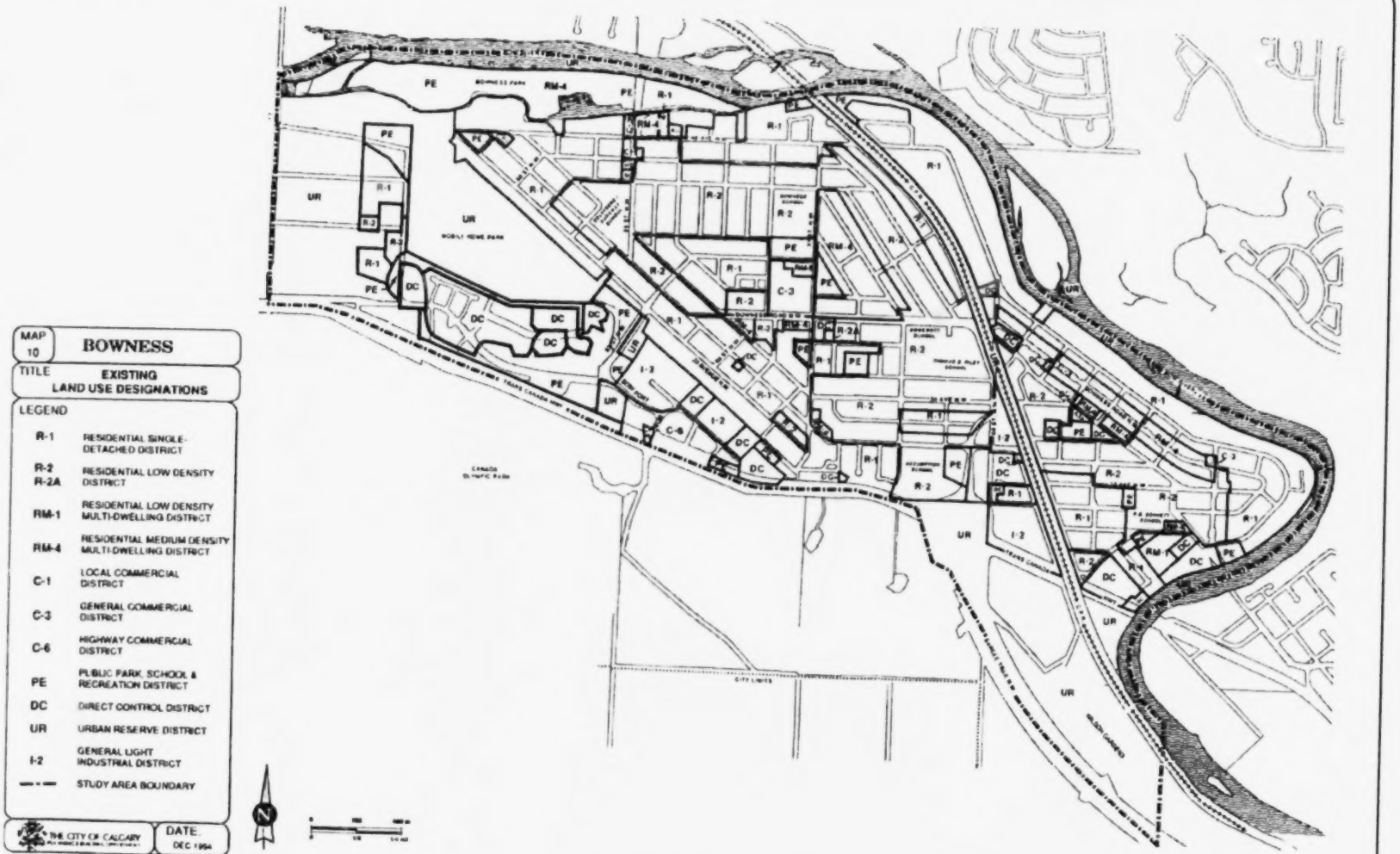
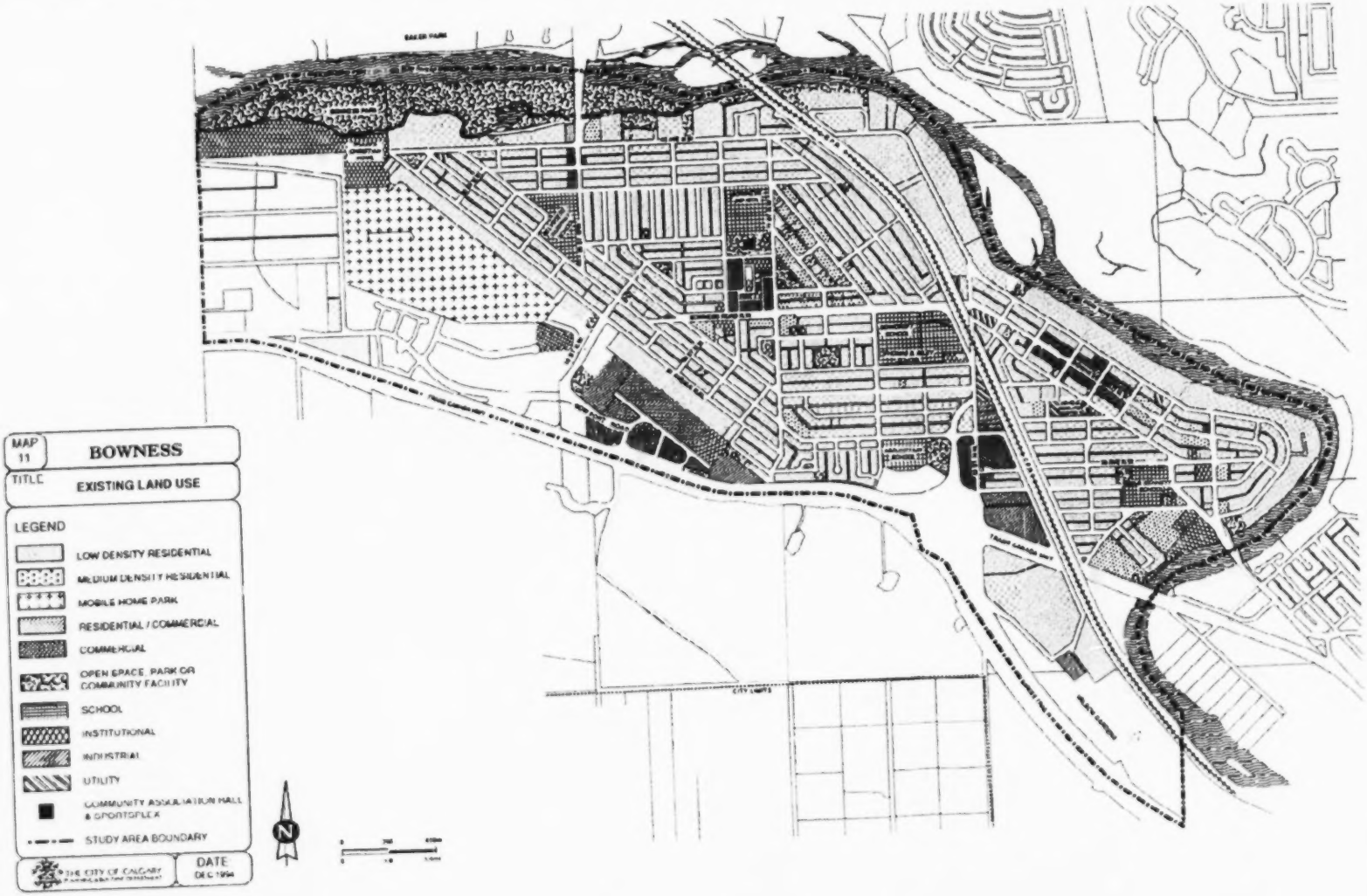


FIGURE 2



NOTE: The charts (Figures) DO NOT include the Greenwood/Greenbriar area west of 83 Street NW which was added to the ARP in December of 1994.


MAP 10
BOWNESS
TITLE
EXISTING LAND USE DESIGNATIONS
LEGEND
R-1 RESIDENTIAL SINGLE-DETACHED DISTRICT
R-2 R-2A RESIDENTIAL LOW DENSITY DISTRICT
RM-1 RESIDENTIAL LOW DENSITY MULTI-DWELLING DISTRICT
RM-4 RESIDENTIAL MEDIUM DENSITY MULTI-DWELLING DISTRICT
C-1 LOCAL COMMERCIAL DISTRICT
C-3 GENERAL COMMERCIAL DISTRICT
C-6 HIGHWAY COMMERCIAL DISTRICT
PE PUBLIC PARK, SCHOOL & RECREATION DISTRICT
DC DIRECT CONTROL DISTRICT
UR URBAN RESERVE DISTRICT
I-2 GENERAL LIGHT INDUSTRIAL DISTRICT
STUDY AREA BOUNDARY
THE CITY OF CALGARY
DATE: DEC 1994
N

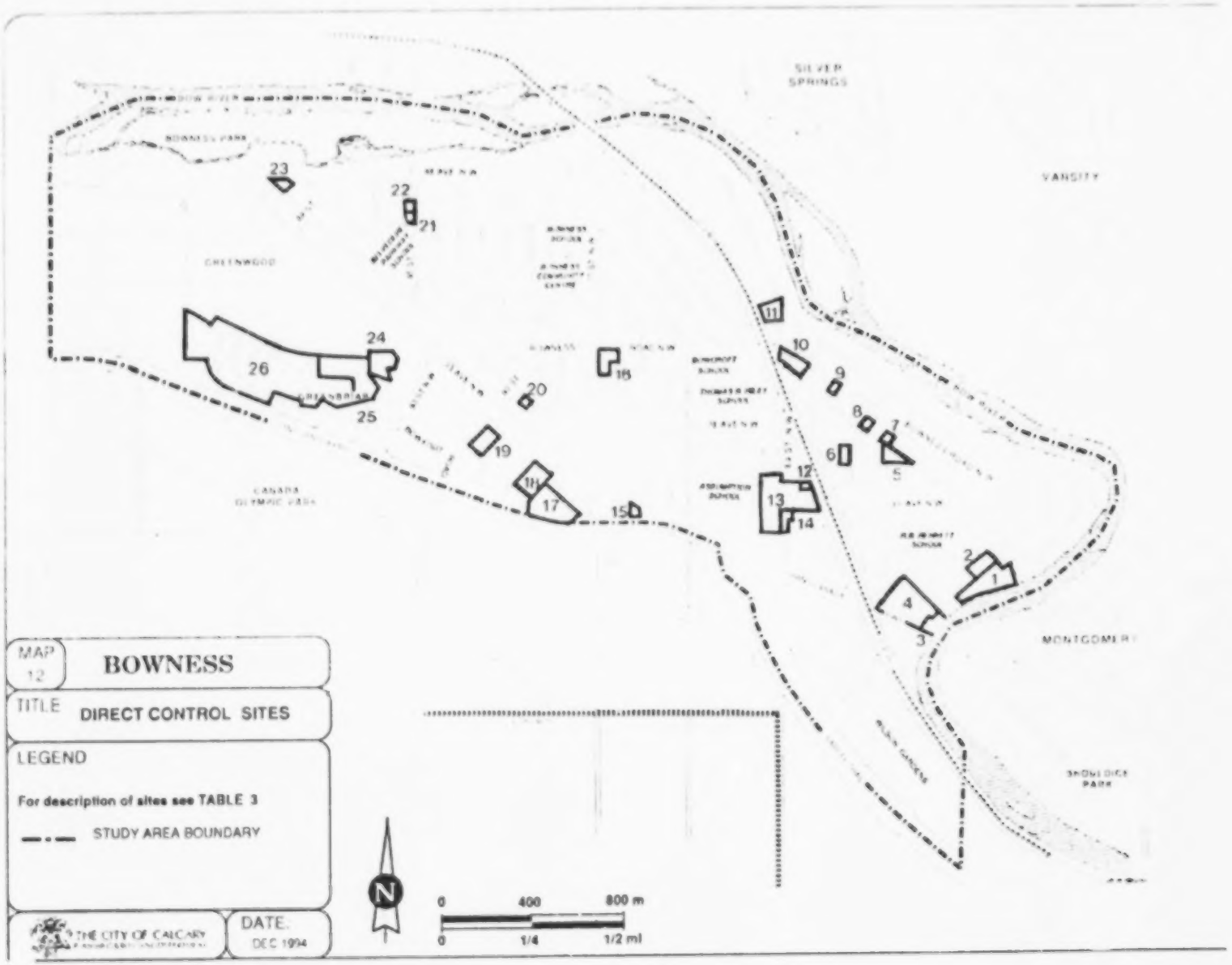

MAP 11
BOWNESS
TITLE
EXISTING LAND USE
LEGEND
LOW DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
MOBILE HOME PARK
RESIDENTIAL / COMMERCIAL
COMMERCIAL
OPEN SPACE, PARK OR COMMUNITY FACILITY
SCHOOL
INSTITUTIONAL
INDUSTRIAL
UTILITY
COMMUNITY ASSOCIATION HALL & SPORTSPLEX
STUDY AREA BOUNDARY
THE CITY OF CALGARY
DATE
DEC 1994

Direct Control

There are 23 Direct Control (DC) sites dispersed throughout Bowness as shown on Map 12. The uses ranging from commercial to public utilities are detailed in Table 3.

Table 3
Direct Control Sites

Site #	Bylaw	Address	Owner	Council Date	Former Zoning	Approved Use/ Development Guidelines	Existing Use
1.	25Z93	3127 Bowwood Drive N.W.	German Canadian Club	March 1993	DC	C-2(12) Guidelines, Private Club & School	German Canadian Club
2.	146Z80	3139 Bowwood Drive N.W.	German Canadian Senior Citizens Housing Society	November 1980	R-2A	RM-4 Guidelines for Senior Citizen Apartment	Seniors' Apartment
3.	820	6368 Bowmont Crescent N.W.	City of Calgary	May 1979	R-2	Educational, Recreational and Community Services Only	Park/Open Space Bow River Village
4.	8281	6347 Bowview Road N.W.	Private	July 1971	R-2	Townhouses at 45 ppa	Townhouses
5.	234Z81	6328 - 35 Avenue N.W.	City of Calgary	December 1981	PE	R-1 Guidelines, Fire Station	Fire Hall
6.	8066	6504 - 35 Avenue N.W.	Calhomes Properties	December 1970	R-2	15 Unit Apartment	Apartment
7.	572	3607 - 63 Street N.W.	City of Calgary	July 1977	C-2	R-3 Guidelines, 6 Unit Senior Citizens' Residence	Seniors' Townhouses
8.	66Z85	6436 Bowwood Drive N.W.	Private	September 1985	RM-4	C-1 Guidelines & Outside Storage	Plumbing Business
9.	211Z82	6607 Bowness Road N.W.	Private	October 1982	R-2	Existing Structure for a Professional Office	Office
10.	820	3825 - 66 Street N.W.	City of Calgary	May 1979	R-2	Educational, Recreational and Community Services Only	Park/Open Space


SILVER SPRINGS
VARSITY
MONTGOMERY
SHOULDICE PARK
GREENWOOD
CANADA OLYMPIC PARK
BOWNESS PARK
MAP 12
BOWNESS
TITLE
DIRECT CONTROL SITES
LEGEND
For description of sites see TABLE 3
STUDY AREA BOUNDARY
THE CITY OF CALGARY
DATE:
DEC 1994
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1/4
1/2 mi

Table 3 Continued...

Site #	Bylaw	Address	Owner	Council Date	Former Zoning	Approved Use/ Development Guidelines	Existing Use
11.	90Z85	4127, 4131, 4135 - 67 Street N.W.	Private/Province	February, 1985	DC	R-1 Guidelines	Single Family Dwellings
12.	820	3428R - 69 Street	Canadian Western Natural Gas	May 1979	DC 8180 Town houses	None	Utility
13.	144Z80	3412, 3412R, 3424, 3428, 3439 - 69 Street N.W.	Sunnyside Greenhouse	May 1991	DC 8160 Townhouses	Greenhouses Nursery & Garden Centre	Sunnyside Greenhouses
14.	145Z90	6940 - 32 Avenue N.W. & 6927, 6931 & 6935 - 33 Avenue N.W.	Sunnyside Greenhouses Ltd.	January 1991	R-1	Loading/Unloading, Short Term Storage & Parking	Vacant
15.	820	7731 Bowcliffe Crescent N.W.	City of Calgary	May 1979	R-1	Educational, Recreational and Community Services Only	Park/Open Space
16.	160Z81	7735 Bowness Road N.W.	Alberta Mortgage & Housing	September 1981	R-2A	RM-4 Guidelines for Senior Citizens' Development	Seniors' Apartment
17.	21Z92	2 Bowridge Drive N.W.	Private	March 16, 1992	C-6	Self Storage with Custodial Quarters	Self Storage
18.	753	12 Bowridge Drive N.W.	City of Calgary	October 1978	RC	M-1 Guidelines, Private Club	Private Club
19.	8Z92	84 Bowridge Drive N.W.	Private	February, 1992	RC	Self Storage, Warehouse, Office, Outside Storage	Storage Area
20.	820	8019, 8023 & 8027 - 34 Avenue N.W.	Private/City of Calgary	May 1979	R-1	Educational, Recreational and Community Services	Park/Open Space and single family dwelling
21.	793	8604, 8612 - 46 Avenue N.W.	Private	February 1979	R-2	C-1 Guidelines for a Small Commercial Centre	Food Store & Residential Garage
22.	820	8603, 8607 & 8611 - 47 Avenue N.W.	Private	May 1979	DC	C-1 Guidelines	Cafe & Parking
23.	875	8942 - 34 Avenue N.W.	City of Calgary	August 1979	R-1	Public Utility Use Only	Bus Loop
24.	7Z80	222 Greenbriar Place N.W.	Private	April 1980	UR	Restaurant	Vacant
25.	51Z95	Greenbriar	International Institute of Eye Sciences	June 1995	PE, R-1, RM-1, RM-3	Health Park	Vacant
26.	51Z95	Greenbriar	International Institute of Eye Sciences	June 1995	RM-1, PE, DC 7Z80	Multi-dwelling residential complex	Vacant

Residential

Bowness is predominantly a low density residential community. Sixty percent of the net land area is designated for low density residential development, while 51% is actually developed with low density dwellings. Pockets of multi-dwelling residential cover 5 % of the community's land area.

The Bowmont Design Brief, approved in April 1978, contained a section entitled "Community Point of View." The community recommended that the following additional areas be reclassified to R-1:

"a. that area south of the Bowcroft-T.B. Riley school site, bounded by 37 Avenue on the North, 73 Street on the West, 34 Avenue on the South and 69 Street on the East.

b. The block facing Bowness Road on the South, 79 Street on the East and Bowglen Road on the North, should be reclassified to R-1.

c. Serious consideration be given to reclassifying those blocks located north of and immediately west of the Bowness High School to R-1 to reflect the existing land use of that area."

However, redesignations in these areas were not done. In order to assess the current relevance of these 1979 recommendations the Planning & Building Department surveyed a total of 426 property owners requesting their opinion on rezoning their land from R-2 to R-1.

While approximately 45% of the surveys were returned, the responses received did not, provide significant support for rezoning. On most blocks there are a variety of housing types including single detached homes and duplexes on various lot sizes. Therefore redesignation from R-2 to R-1 is not proposed in the Bowness Area Redevelopment Plan.

The issue of illegal dwelling units was and continues to be a concern to Bowness residents. The reclassification of lands from R-2 to R-1 undertaken in conjunction with the 1978 Bowmont Design Brief, resulted in the creation of a number of "non-conforming" buildings. In addition, a number of existing duplexes in both the R-1 and R-2 areas of the community were converted to fourplexes. This has created problems with respect to adequate parking, storage and play areas. The introduction of rules in the R-2 District under the 1980 Land Use Bylaw, to address the ease of creating additional units within a dwelling, has greatly reduced the chances of converting duplexes to fourplexes in units built after 1980.

Housing Types

Bowness has a wide mix of housing types, providing shelter for people with different lifestyles and income levels. Figure 3 traces and compares 24 years of housing development in Bowness and the city as a whole. By 1992, there were 5,037 dwelling units in Bowness.

As illustrated in Figure 4, 45% of the total housing units in Bowness were single family, compared to 53% single family for the city. In 1992, the remaining housing units in Bowness were: 9% row housing, 14% converted (a converted structure is one originally built as a single detached house and now containing more than one residential unit or a structure originally built as a duplex and now containing more than two residential units), and 3% seniors' housing and other miscellaneous types of housing.

FIGURE 4

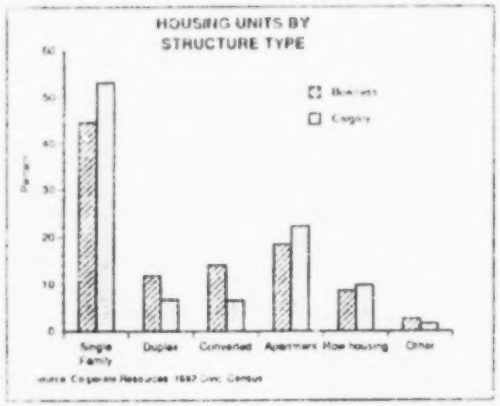
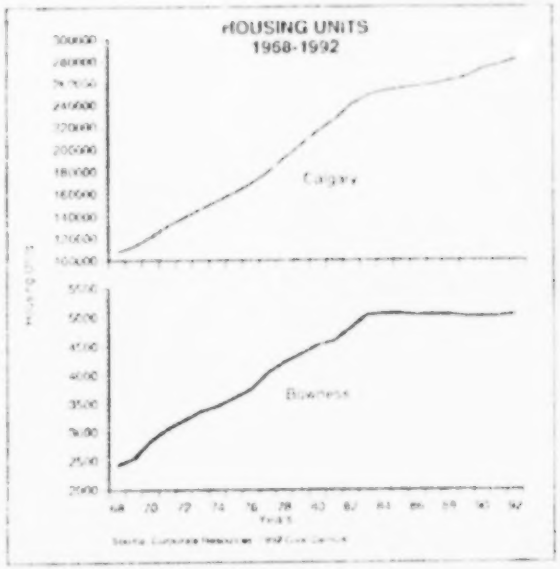


FIGURE 3



Most of the recent housing construction has been new infill dwellings, renovations and to a lesser extent new apartment development.

NOTE: The charts (Figures) DO NOT include the Greenwood/Greenbriar area west of 83 Street NW which was added to the ARP in December of 1994.

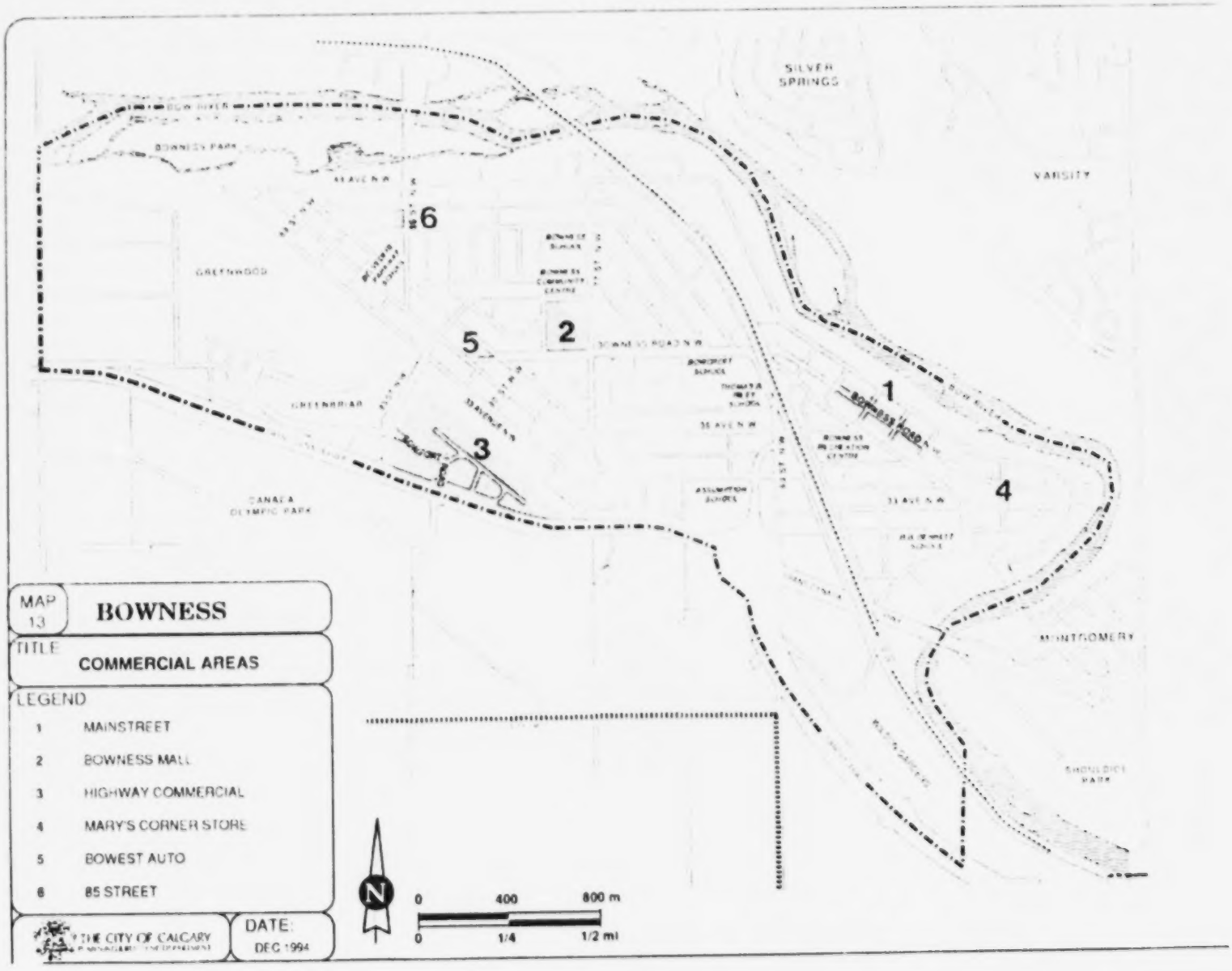
Development Potential

Bowness is generally fully developed, with few vacant parcels available for redevelopment.

In the R-1 and R-2 areas of the community, any redevelopment potential would most likely occur through the resubdivision of existing lots (for example, large river lots along Bow Crescent). A number of sites designated for multi-dwelling development under the R-2A and RM-4 Districts are under developed and could accommodate additional units, if developed to the maximum development potential of the District.

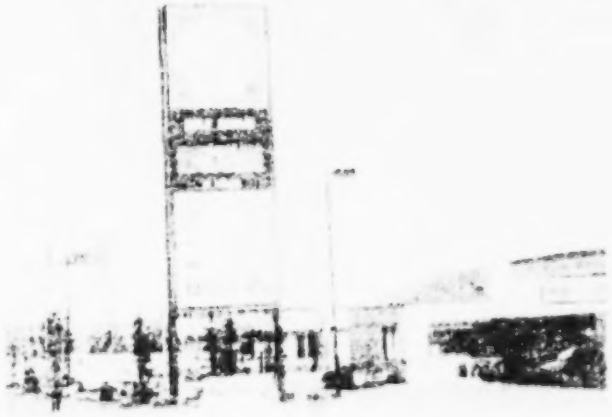
The under developed RM-4 lots could provide other forms of housing in the community. The major RM-4 areas, located on Bowwood Drive NW between 62 and 64 Street and on Bowness Road between 60 and 62 Street NW are currently occupied by single detached and duplex dwellings built in the 1940's and the 1950's. The other potential apartment and townhouse redevelopment area located north of Bowness Road, and east of 77 Street NW still has some 1940's to 1960's single family houses.

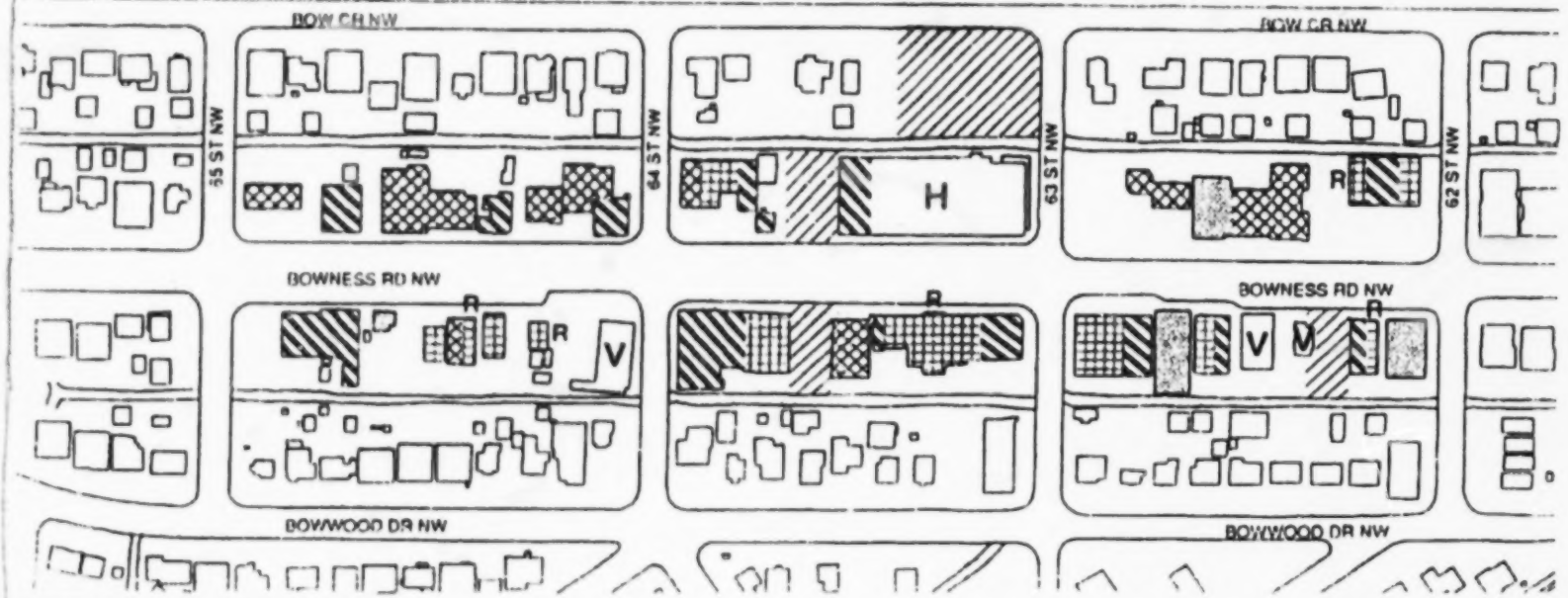
If all the vacant and under used land was fully developed to its existing maximum zoning capacity, approximately 1,800 additional dwelling units could be built in Bowness. This would be an increase of 36% to the 1992 housing stock. This figure is considered theoretical and unlikely to occur.


SILVER SPRINGS
VARSITY
BOWNESS PARK
GREENWOOD
GREENBRIAR
CANADA OLYMPIC PARK
MONTGOMERY
1
2
3
4
5
6
MAP 13
BOWNESS
TITLE
COMMERCIAL AREAS
LEGEND
1 MAINSTREET
2 BOWNESS MALL
3 HIGHWAY COMMERCIAL
4 MARY'S CORNER STORE
5 BOWEST AUTO
6 85 STREET
THE CITY OF CALGARY
DATE:
DEC 1994
N
0 400 800 m
0 1/4 1/2 mi

Commercial

The ARP divides the Bowness commercial development into four areas: the Mainstreet (62-65 Street along Bowness Road), the Bowness Mall, Trans Canada Highway frontage/Bowfort Road intersection and several smaller sites (Map 13). The Trans Canada Highway frontage area that includes Totem Lumber and Sunnyside Nurseries is currently designated for industrial uses and is addressed in the industrial section of the ARP.





MAP 14

MAINSTREET

TITLE: EXISTING MAIN FLOOR USES

LEGEND

- MANUFACTURING
- AUTO RELATED
- PERSONAL SERVICE
- RETAIL
- R — RESTAURANT
- H — HOTEL
- V — VACANT
- PARKING

THE CITY OF CALGARY

DATE: JUNE 1994

Mainstreet

The first Bowness retail development occurred in the Mainstreet area along Bowness Road in the 1940s with a number of commercial buildings as well as some conversions from homes to retail uses. By the early sixties this corridor contained over 50 small businesses acting as a small town mainstreet and providing most of the day-to-day needs of Bowness residents.

In the mid sixties just before annexation, the Town of Bowness purchased setbacks along the commercial portion of Bowness Road. The resulting over-wide Mainstreet created a prairie town atmosphere and provided extra parking.

The commercial area in Bowness was quite vibrant until the late sixties, early seventies. For example, the Bowness Hotel was a major evening drinking and dancing location for Calgarians where people regularly lined up outside to enter.

In recent decades, the local retail market has declined. Indicators of decline are the closure of the two major grocery stores that were located in the community until 1965, the decline of building quality, poor levels of maintenance, and a number of vacant shops.

Two major factors have combined to contribute to the decline of the local retail market. First, a number of grocery stores and shopping malls have been constructed in nearby communities. Second, the levels of car ownership have increased to allow convenient access to these neighbouring commercial developments.

Other factors which affect Mainstreet are the volumes of traffic on Bowness Road, the width of the roadway, and the lack of well-designed pedestrian crossings. While high traffic volumes are generally desirable for commercial exposure, the volumes and speeds are not compatible with the current street design. Bowness Road carries approximately 14,000 vehicles per day through the Mainstreet area. A high proportion of these (35%) are divided between the morning, lunch and afternoon rush hour peaks. Complaints have been expressed with regard to traffic speeds and volumes.

There is angle parking along Bowness Road in front of most of the buildings, making a total pavement width of 31 metres (102 feet) which is much wider than most Calgary roads. A road widening setback of 5.18 metres (17 feet) is still required in front of a number of businesses along the street.

A need to enhance the current street design for safety and aesthetic reasons has been identified. To this end, City Council approved a "traffic bulb" experiment for six months. If approved for permanent construction, vehicular and pedestrian safety on the street will be improved.

There are several other things which could be done to possibly increase overall sales for Bowness businesses. These include increasing the mix of uses, more street enhancement plans (safety and aesthetic) and supporting local business development efforts. These measures would also have the benefit of strengthening the positive role streets can play in the life of a community.

The ARP policies deal with several of the important issues: land use designation, design guidelines, and parking policies. While these elements certainly affect the attractiveness of the commercial areas for new development, Mainstreet can only be revitalized and upgraded by the direct effort and investment of the business owners and landlords.

To that end, the business community is encouraged to:

- cooperatively finance streetscape upgrading;
- support the curb bulb experiment to reduce road widths at intersections.

These changes could have a substantial positive effect on the shopping experience.

a. Land Use Designation - Heights and Densities

The Mainstreet area is currently designated C-3 which allows a wide range of commercial uses, (Map 14) heights to 150 feet and densities of 3 FAR (ratio of allowable built floor area to total site area). This designation is too intense and contributes to the instability of the strip by encouraging expectations of unrealistically high density developments. Currently, no development exceeds two storeys in height. The community is concerned with the negative impacts that commercial development built to this height and density would have on the adjacent residential neighbourhood (for example, height, shadowing, traffic).

The ARP recommends that a redesignation be undertaken which would significantly reduce the allowable height and density of future development.

It is recommended that the maximum height be reduced on the south side to 20 metres (65 feet). Shadow studies show that with a maximum height of 20 metres on the south side of Bowness Road there will still be sunlight on the north sidewalk during the hours of 11:00 to 3:00 from May 01 to September 01. Similar analysis on the north side indicates that a maximum height of 16 metres (52 feet) would allow sunlight in the rear yards of houses fronting onto Bow Crescent during the same time period as identified above. Although these reduced heights are still far in excess of likely future markets they will address some of the residents concerns. The proposed height reductions are also consistent with the precedent set in other similar C-3 commercial strips by City Council in approving redesignations.

Similarly, the ARP proposes that the allowable density be reduced from 3 FAR to 2 FAR. For example, under the proposed redesignation, the owner of a 100 by 120 foot lot on Bowness Road could build 24,000 square feet rather than 36000 square feet. This reduction in allowable density should have no effect on actual development. Densities near the FAR 3 level would require underground parking and elevators, an expense that market prospects do not support. Since the C-3 equivalent designation was put in place during the 1950s the average built densities have not exceeded .5 FAR.

b. Land Use Designation - Allowable Uses

The current C-3 designation, on the commercial strip, allows a very wide range of retail, office, service, and residential uses. After extensive discussion among residents and business people, a long term vision for Mainstreet emerged. The desire is for a more attractive, pedestrian oriented shopping street with an emphasis on servicing local commercial needs.

However, it is difficult to visually integrate used car lots, auto-body and paint shops into such an area, given their potential nuisance impacts. For these reasons used car lots and auto body/paint shops will be discouraged.

c. Parking

Meeting the parking requirements established in the Land Use Bylaw is very difficult for retail strips such as the Bowness Mainstreet area, which were built before the current era of high vehicle ownership. Because of the housing behind the lanes on both the north and south sides of Bowness Road there has been no opportunity to create parking lots behind the commercial area and there are few off-street lots along Bowness Road.

The difficulty in meeting minimum parking requirements has made locating a new business along Bowness Road difficult. The overall community has possibly suffered from the loss in business potential, as a result.

The recommended parking policy attempts to balance the desire for stimulating a revitalized commercial area with the need to minimize the potential for overspill parking on adjacent residential streets. It must be recognized that despite the benefits a successful retail strip offers, it also may cost the area residents who must deal with higher traffic flows and competition for on street parking.

Proposed Parking Policy

The Approving Authority is encouraged to relax parking requirements to a maximum of 75% or 10 stalls, whichever is the lesser:

The following uses from the permitted and discretionary use list of the C-2 District, may be considered for the parking relaxation. All other uses are not eligible for such a relaxation:

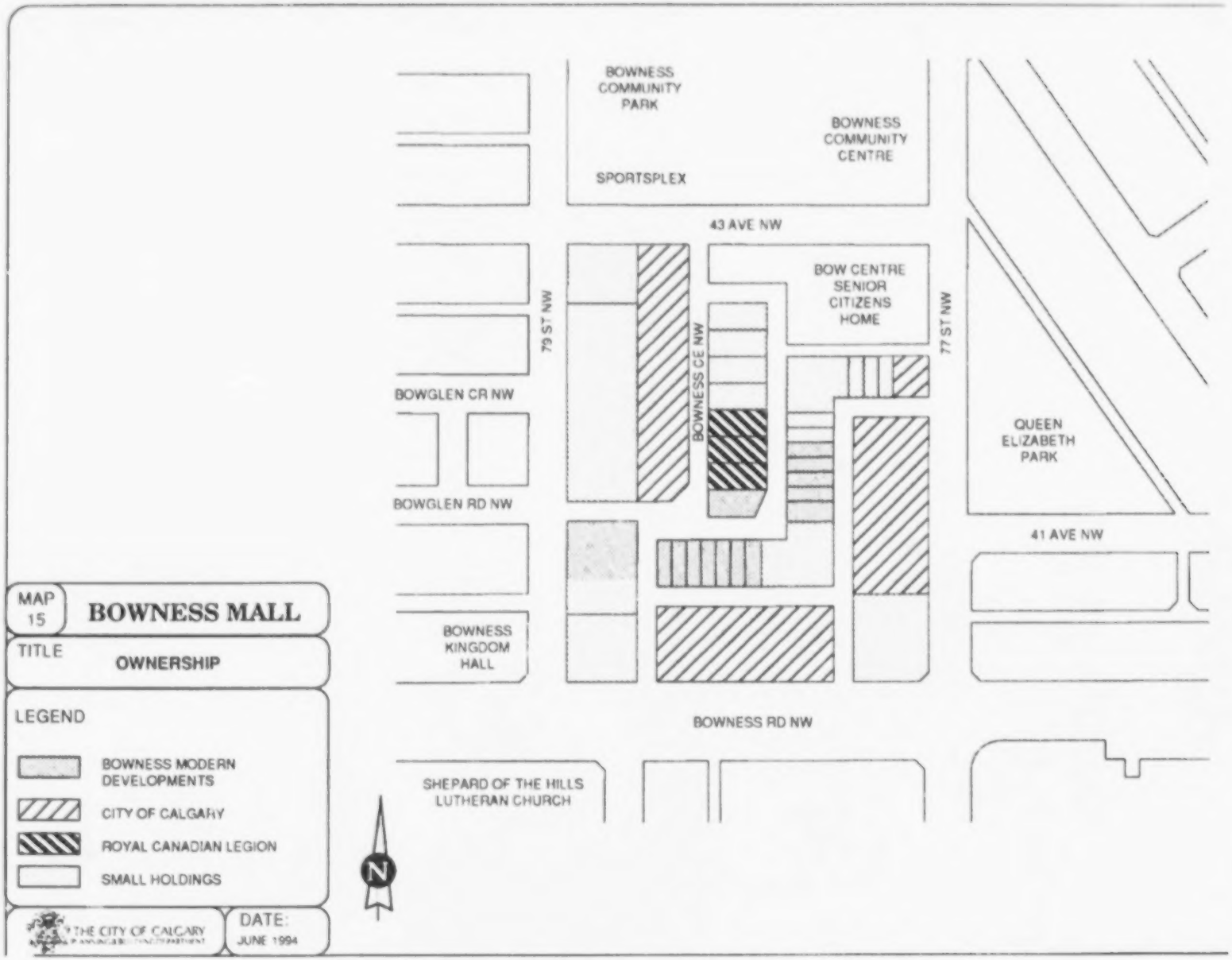
- all permitted uses;
- amusement arcades;
- athletic and recreational facilities;
- billard parlour (not including a licensed liquor component);
- child care facilities;
- dwelling units;
- entertainment establishments (not including a licensed liquor component);
- financial institutions;
- funeral homes;
- grocery stores;
- home occupations;
- mechanical reproduction and printing establishments;
- medical clinics;
- offices;
- private schools;
- public and quasi public buildings;
- radio and television studios.

The ARP recommends that the proposed parking policy be reviewed in five years. At that time, the impacts and benefits of the policy should be identified and evaluated. The policy should then be revised. Changes may include such things as a restricted parking zone; parking metres; and allowing some on-street parking to be counted for the Land Use Bylaw parking requirements.

d. Pedestrian Environment

Mainstreet has a large number of curb cuts (driveways) giving access to parking in front of stores. These breaks in the sidewalk work against pedestrian- oriented development. Existing driveways may remain, however; new development, including redevelopment of existing sites will be encouraged to provide rear lane access to rear parking wherever possible.

It is also important that the City continue to acquire the setback areas along Bowness Road for a consistent approach to the street upgrading and parking plans.


BOWNESS COMMUNITY PARK
BOWNESS COMMUNITY CENTRE
SPORTSPLEX
43 AVE NW
BOW CENTRE SENIOR CITIZENS HOME
79 ST NW
BOWNESS CE NW
77 ST NW
BOWGLEN CR NW
QUEEN ELIZABETH PARK
BOWGLEN RD NW
41 AVE NW
BOWNESS KINGDOM HALL
BOWNESS RD NW
SHEPARD OF THE HILLS LUTHERAN CHURCH
N
MAP 15
BOWNESS MALL
TITLE
OWNERSHIP
LEGEND
BOWNESS MODERN DEVELOPMENTS
CITY OF CALGARY
ROYAL CANADIAN LEGION
SMALL HOLDINGS
THE CITY OF CALGARY
DATE:
JUNE 1994

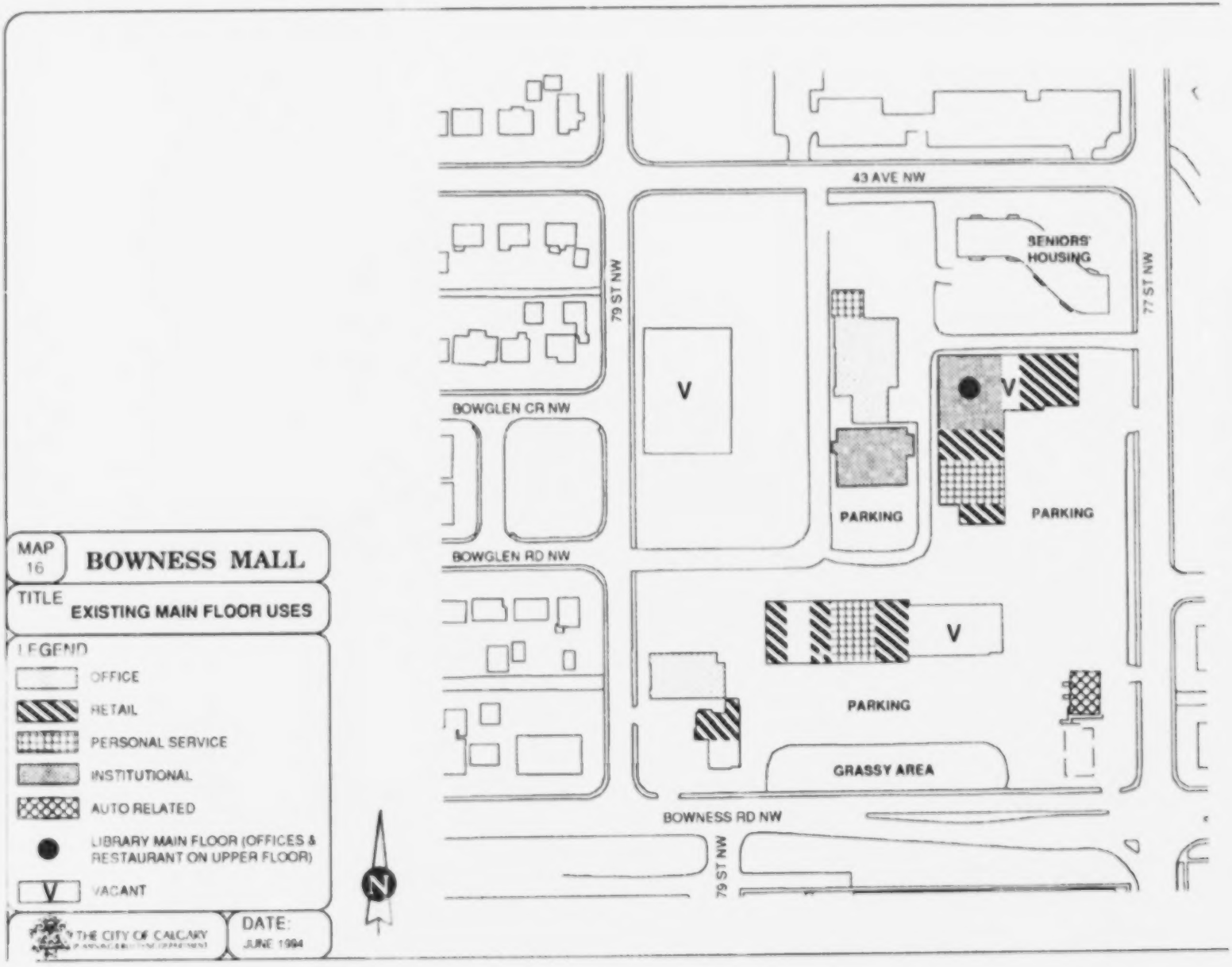
Bowness Mall (also known as Bow Centre)

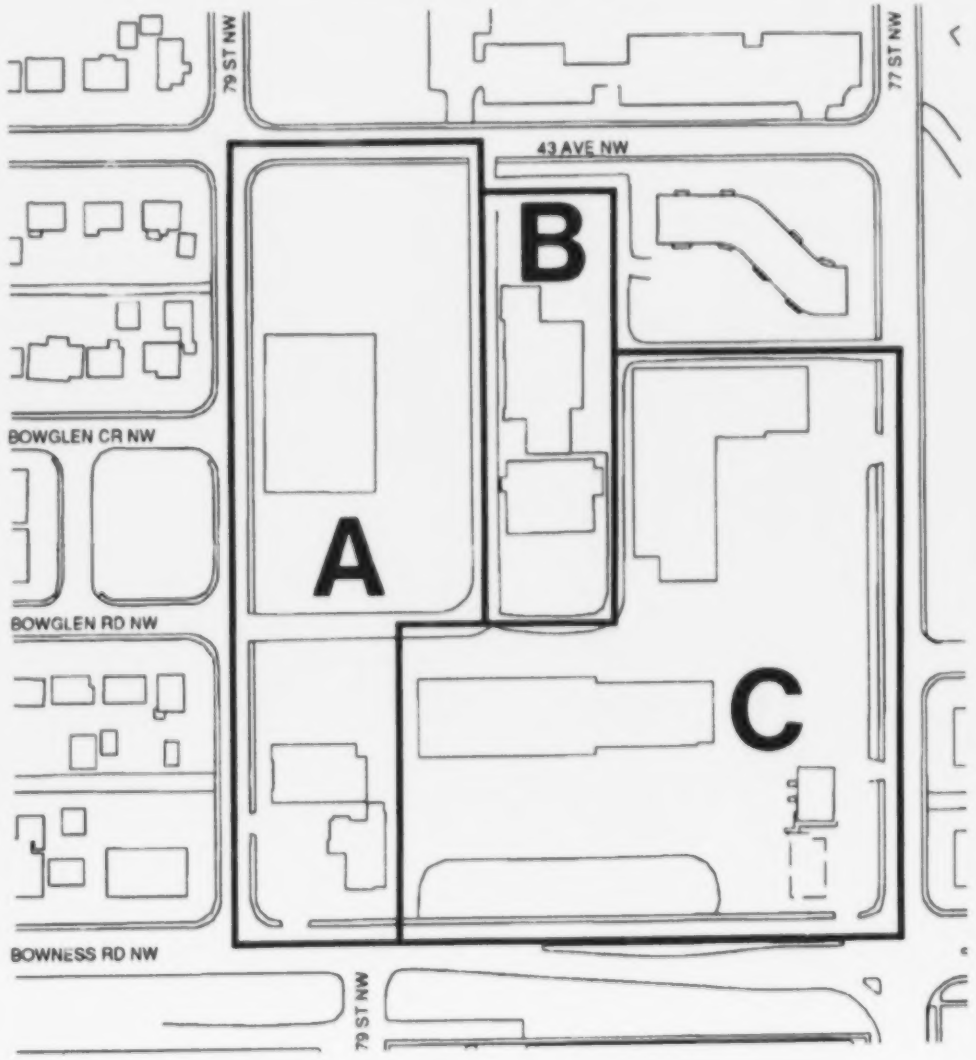
Most of the mall's retail properties and parking areas are in poor condition and could be improved through site and building maintenance and upgrading. While the site is large enough to accommodate a strong retail development, the existing pattern of ownership (Map 15) and building layout makes this possibility unlikely without substantial redevelopment and consolidation. The buildings on the site are constructed at right angles and turn their back on each other, discouraging shoppers from moving between them. The poor appearance of the site further reduces its commercial draw.

Due to the large site size and relatively low capital investment, this area holds significant potential for new development. With appropriate development, the site could become an important residential and commercial area for this part of Bowness. Residential development could work, on a site of this size, given its separation from surrounding low density housing (except on the west boundary). A mix of commercial and multi-unit residential projects would be appropriate for the site.

In view of the weak retail market in Bowness, it is unlikely that the site could be fully developed to its commercial potential. The ARP therefore encourages residential development for the site. There are currently two seniors' housing projects close by; one north of the retail strip and one to the south, across Bowness Road. Further residential development on this site could provide the catalyst and support for existing commercial development. Several potential building locations have been identified on the site which are suitable for low or medium density multi-unit residential development.

This area is currently designated C-3 which allows a wide range of commercial uses (Map 16) in buildings up to 46 metres (150 feet) in height with a density of 3 FAR. C-3 allows for mixed residential and commercial uses with a minimum of 25% of the development for commercial uses. Given the existing context and market conditions, this height and density are excessive. The ARP proposes a reduction, in height, to 16 metres (50 feet) (Map 16). The density would be reduced to 2 FAR on all sites and the minimum commercial component would be reduced to 10%.


MAP 16
BOWNESS MALL
TITLE
EXISTING MAIN FLOOR USES
LEGEND
OFFICE
RETAIL
PERSONAL SERVICE
INSTITUTIONAL
AUTO RELATED
LIBRARY MAIN FLOOR (OFFICES & RESTAURANT ON UPPER FLOOR)
V VACANT
THE CITY OF CALGARY
DATE:
JUNE 1994
43 AVE NW
SENIORS' HOUSING
79 ST NW
77 ST NW
BOWGLEN CR NW
BOWGLEN RD NW
PARKING
PARKING
PARKING
GRASSY AREA
BOWNESS RD NW
79 ST NW
N



MAP 17 **BOWNESS MALL**

TITLE **PROPOSED MALL AREAS**

THE CITY OF CALGARY

DATE: DEC 1994

N

Trans Canada Highway

The commercial land, across from Canada Olympic park, is somewhat isolated from the community of Bowness. However, the 83 Street and Bowfort Road commercial area is passed through by people going to and through Bowness.

The area adjacent to the Trans Canada Highway, generally services the travelling public with such uses as gas stations and fast food outlets. These lanes are designated C-6 Highway Commercial District.

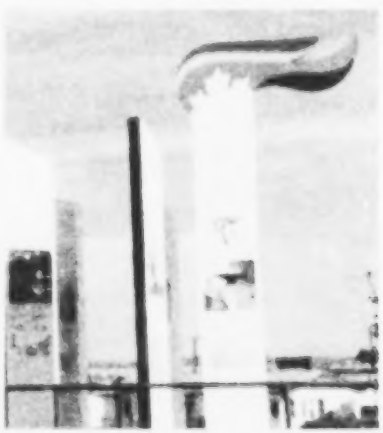
The land behind the highway commercial, between the escarpment and the commercial is currently designated I-2 Light Industrial District and Direct Control for a winery or private club. Land uses include single detached homes, mini-storage facilities, a cultural club and mobile home sales. This area is lacking in services, especially an adequate water supply.

Therefore, major redevelopments in this area will require reinforcement of the existing water system to increase system reliability. This reinforcement will occur upon redevelopment of adjacent lands by providing a looped system (two independent feeds) into this area.

Care must be taken with new development near the escarpment. Increased runoff, reduction in normal moisture infiltration (which supplies plant life on the slope itself) and visual blight are all potential threats to the stability and health of the escarpment.

Highway commercial uses (excluding auto-related uses) are appropriate. New development (including parking and storage) must be set back from the escarpment at least to the minimum of the Land Use Bylaw (60 feet) requirement. Any new development must not be a prominent feature when viewed from the valley floor.

Redevelopment of the escarpment, itself, is strongly discouraged.



Local Commercial

The existing local commercial uses provide goods and services to the residents of the immediate area. At least three of the existing local commercial buildings have been operating since the 1950s - Mary's Corner Store (6104 Bowness Road), Bowest Auto (8305 Bowness Road) and Parkway Store (8604 46 Avenue.)

New local commercial uses should only be considered if:

a. The site is located on a collector or higher standard road.

b. The site is a corner site.

c. The building design responds well to its context with respect to height, scale and massing. Design should also address attention to detail and good quality finishing materials should be used.

d. The site provides an adequate 5 metre buffer from residential uses.

e. There is adequate on site parking.

In addition, an amendment to this ARP should proceed concurrently with such a redesignation proposal.

Industrial

The amount of land used for industrial purposes, in Bowness, is approximately 4% of the total land area. Industrial land uses are found in two areas. The first area is located adjacent to the escarpment by Bowfort Road and contains a number of self-storage facilities, a lumber yard, two wineries (now closed), and other highway commercial uses. The second area located west of the CPR line and east of 69 Street contains a nursery, a building supply facility, auto-wreckers, a City works yard and a number of other small service and repair operations.

While industrial uses are currently located in both areas, the ARP proposes that the Bowfort Road area not be kept for industrial development but rather be built, as a highway commercial area. The 69 Street area should be an industrial area. This approach is in keeping with the ARP's overall intent of providing a range of uses characteristic of a "small town."

Industrial land use issues, in Bowness, include the future integration of the one remaining R-1 block located east of 69 Street, between 32 and 33 Avenues, and potential sites with pollution or contamination.

Open Space

The City of Calgary's Open Space Standard for established communities is 1.5 hectares of functional open space for every 1,000 residents. Bowness has approximately 88 hectares (220 acres) of open space. Excluding buffers, parking lots and regional open space (Bowness Park), there are approximately 25 hectares (60 acres) of net functional open space (see Table 4 and Map 18). With a 1992 population for Bowness of 12,418, the open space ratio is 2.02 hectares for every 1,000 residents, significantly higher than the City standard.

Bowness Park is one of the most popular regional parks in Calgary. The facility is used year round. It offers amenities such as skating on the lagoon and canals in the winter, and swimming, canoeing and picnicing in the summer. In addition, open space and playgrounds are located at each of the six school sites in the community.

Bowness residents also enjoy the natural open spaces along the escarpments, adjacent to the Bow River.

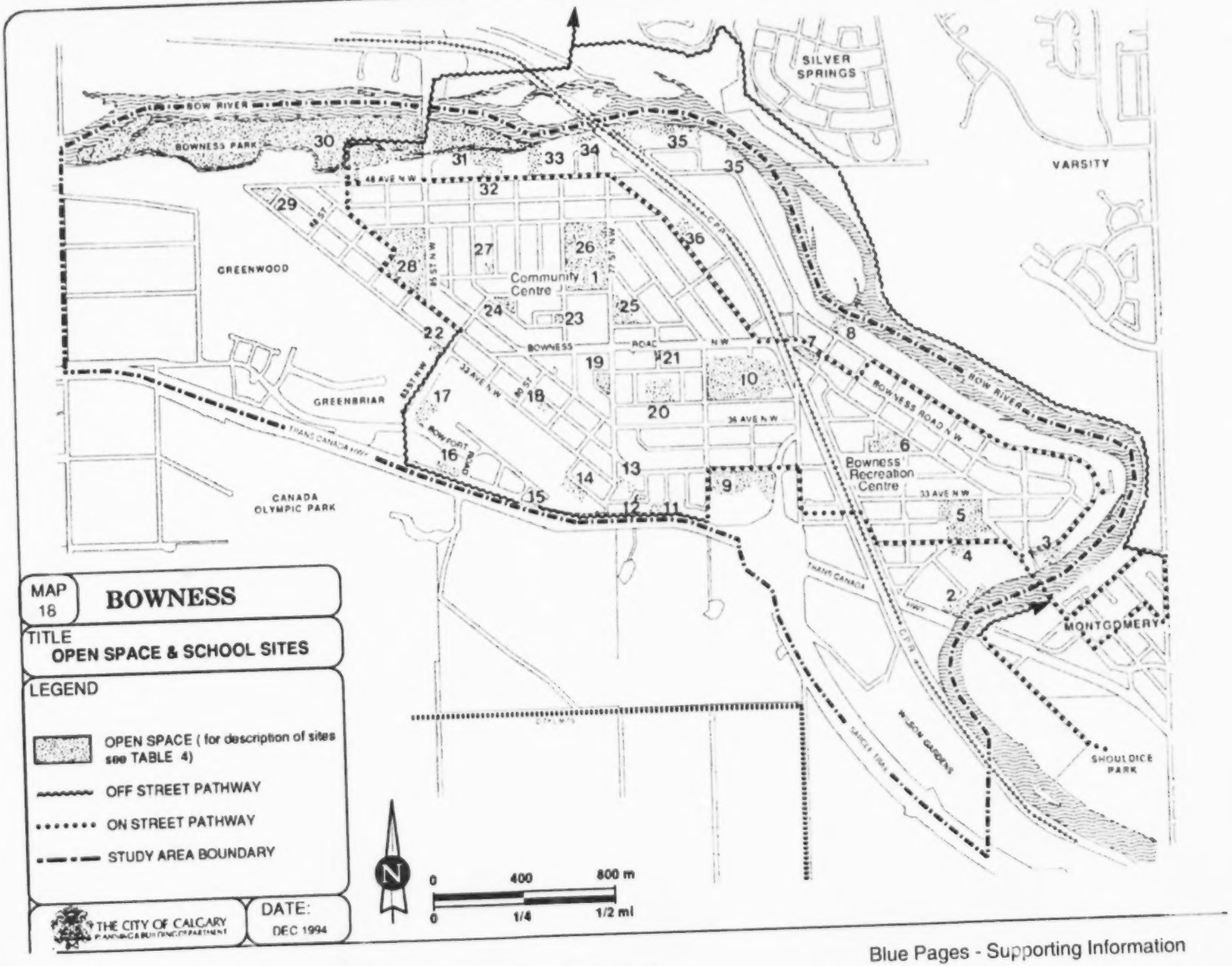

SILVER SPRINGS
VARSITY
BOW RIVER
BOWNESS PARK
GREENWOOD
Community Centre
GREENBRIAR
CANADA OLYMPIC PARK
TRANS CANADA HWY
BOWNESS ROAD N.W.
Bowness Recreation Centre
MONTGOMERY
SHOULDICE PARK
WILSON GARDENS
CPR
MAP 18
BOWNESS
TITLE
OPEN SPACE & SCHOOL SITES
LEGEND
OPEN SPACE (for description of sites see TABLE 4)
OFF STREET PATHWAY
ON STREET PATHWAY
STUDY AREA BOUNDARY
N
0 400 800 m
0 1/4 1/2 mi
THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT
DATE:
DEC 1994

TABLE 4
Existing Open Space, Park & School Facilities

Site			Ownership And Reserve Status	Land Use Designation	Open Space Classification	Gross Site Area	Net (Functional) Site Area	Facilities
#	Site Name	Location						
1.	Bowness Community Park	7904 - 43 Avenue NW	City R	PE	Active	1.663 HA	.670 HA	Community Park, Soccer/Football Field, Baseball Diamond, Tot Lot
2.	Bowmont Crescent Park	6368 & 6368A Bowmont Crescent NW	City R	DC (PE)	Passive	.401 HA	.401 HA	Decorative Park
3.	Bow Crescent & Bowness Road	5802 & 5820 Bow Crescent NW	City NR	PE	Passive	.868 HA	.868 HA	Decorative Park
4.	Bowview Road & 31 Avenue NW	6307 Bowview Road NW	City R	DC (PE)	Active	.307 HA	.307 HA	Neighbourhood Park, Tot Lot
5.	R.B. Bennett School	6240 - 31 Avenue NW & 6305 - 33 Avenue NW	Public School Board NR	PE, R-2	Active	3.568 HA	.499 HA	Elementary School Soccer/Football Field, Baseball Diamond, School Ground
6.	Bowness Recreation Centre	6452 - 35 Avenue NW	City NR	PE	Active	.905 HA	.905 HA	Community Park, Tennis Courts, Playground
7.	66 Street & Bowness Road NW	3825 - 66 Street NW	City NR	DC (PE)	Passive	.462 HA	.462 HA	Decorative Park
8.	Bow Crescent Park	6704 & 6712 Bow Crescent NW	City NR	PE	Passive	.490 HA	.490 HA	Neighbourhood Park, Tot Lot
9.	Assumption School & Joint Use Site	7147, 7311 & 7135 - 34 Avenue NW	Separate School Board City, PE-R R-2 - NR	PE, R-2	Active	3.808 HA	2.595 HA	Elementary/Junior High School, Baseball Diamonds, Soccer/ Football Field, School Grounds
10.	Bowcroft School & T.B. Riley School	3915 - 69 Street & 3940 - 73 Street NW	Public School Board NR	R-2	Active	5.958 HA	4.15 HA	Elementary School Junior High School, Playgrounds

Site			Ownership And Reserve Status	Land Use Designation	Open Space Classification	Gross Site Area	Net (Functional) Site Area	Facilities
#	Site Name	Location						
11.	7731 Bowcliffe Crescent	7731 & 7735 Bowcliffe Crescent NW	City R	DC (PE), R-1	Active	.093 HA	.093 HA	Neighbourhood Park
12.	Bowcliffe Crescent Traffic Island	7718 Bowcliffe Crescent NW	City R	R-1	Passive	.092 HA	.092 HA	Neighbourhood Park
13.	3318 - 77 Street NW	3318 - 77 Street NW & 7740 Bowcliffe Crescent NW	City NR	R-1	Passive	.137 HA	.137 HA	Decorative Park
14.	7835 Bowcliff Crescent NW	7835 Bowcliffe Crescent NW	City NR	PE	Passive	.401 HA	.401 HA	Decorative Park
15.	8207 Bowridge Crescent NW	8207 Bowridge Crescent NW	City R	PE	Non Functional	.239 HA	-	Roadway Green/ Buffer Strip
16.	8415 Trans Canada Highway	8415 - 16 Avenue NW	City R	PE	Non Functional	.090 HA	-	Roadway Green/ Buffer Strip
17.	3340 - 83 Street NW	3340 - 83 Street NW	City R	PE	Non Functional	.590 HA	-	Environmentally Sensitive
18.	8027 - 34 Avenue NW	8023, 8027 & 8031 - 34 Avenue NW	City NR	DC (PE), R-1	Passive	.168 HA	.168 HA	Neighbourhood Park, Tot Lot
19.	Beaupre Crescent Park	3923 - 77 Street NW	City NR	PE	Active	.407 HA	.407 HA	Neighbourhood Park, Tot Lot
20.	Mackintosh Park	7528 - 37 Avenue NW	City R	PE	Active	.943 HA	.943 HA	Community Park, Playground
21.	75 Street Road Closure	7575 Bowness Road NW	City NR	R-2	Passive	.074 HA	.074 HA	Neighbourhood Park, Tot Lot
22.	8511 - 33 Avenue NW	8511 - 33 Avenue NW	City R	R-1	Passive	.202 HA	.202 HA	Decorative Park
23.	Bowglen Crescent Park	8108 Bowglen Road NW	City NR	R-1	Passive	.117 HA	.117 HA	Decorative Park

Site			Ownership And Reserve Status	Land Use Designation	Open Space Classification	Gross Site Area	Net (Functional) Site Area	Facilities
#	Site Name	Location						
24.	Bowglen Park	4315 - 81 Street NW	City NR	R-1	Active	.353 HA	.353 HA	Neighbourhood Park, Tot Lot
25.	Queen Elizabeth Park	4324 - 77 Street NW	City R	PE	Passive	.814 HA	.814 HA	Neighbourhood Park, Tot Lot
26.	Bowness Senior High School	4627 - 77 Street NW	Public School Board NR	R-2	Active	4.088 HA	1.997 HA	Junior & Senior High School, Playgrounds
27.	82 Street And 44 Avenue NW	4603 - 82 Street NW	City NR	R-2	Passive	.172 HA	.172 HA	Neighbourhood Park, Tot Lot
28.	Belvedere Parkway School	4631 - 85 Street NW	Public School Board NR	R-2	Active	4.339 HA	3.26 HA	Elementary School, Day Care, Playground, Tot Lot
29.	48 Avenue & 89 Street NW	9015 - 48 Avenue NW	City NR	PE	Active	.522 HA	.522 HA	Community Park, Tennis Courts, Playfield, Tot Lot
30.	Bowness Park	8844 & 8900 - 48 Avenue NW 5025 & 5015 - 101 Street NW	City NR	PE	Regional	36.517HA	-	Regional Recreation
31.	8320 - 48 Avenue NW	8320 - 48 Avenue NW	City NR	PE	Passive	1.014 HA	1.014 HA	Environmentally Sensitive
32.	8344 - 48 Avenue NW	8344 - 48 Avenue NW	City NR	PE	Passive	.101 HA	.101 HA	Decorative Park
33.	8148 - 48 Avenue NW	8148 - 48 Avenue NW	City NR	PE	Active	.553 HA	.553 HA	Tot Lot

Site			Ownership And Reserve Status	Land Use Designation	Open Space Classification	Gross Site Area	Net (Functional) Site Area	Facilities
#	Site Name	Location						
34.	Bow Green Crescent	160R Bow Green Crescent NW	City R	PE	Passive	.461 HA	.461 HA	Decorative Park
35.	16 Bow Village Crescent NW	16 Bow Village Crescent NW & 7216R Bow Crescent NW	City R	PE R-1	Passive	1.681 HA	1.681 HA	Environmentally Sensitive
36.	4624 - 70 Street NW	4624 - 70 Street NW	City NR	R-2	Passive	.182 HA	.182 HA	Neighbourhood Park, Tot Lot
	Roadway Green, Buffer Environmental Reserve	Various Not on Map			Non Functional	16.055HA	-	Roadway Green, Buffer, Environmentally Sensitive
				Total Active		27.50 HA (67.96AC)	17.25 HA (42.62 AC)	
				Total Passive		7.79 HA (19.24AC)	7.79 HA (19.24 AC)	
				Total Non Functional		16.97 HA (41.94AC)		
				Total Regional		36.52 HA (90.23AC)		
				TOTAL		88.78 HA (219.37AC)	25.04 HA (61.87 AC)	

History of Bowness Park

Bowness Park was the key ingredient in the development of the Bowness community. John Hextall, the developer, offered the park in return for the extension of the streetcar to Bowness by the City of Calgary. The first streetcar made the trip from Calgary on June 30, 1912.

Over the first ten years, Hextall undertook the following improvements to create an amusement and recreation park. In 1917, the natural watercourses were widened, with canoes being supplied for rental. By 1919, a merry-go-round (now at Heritage Park), additional canoes, and row boats were available. The 1920s saw the introduction of a picnic pavilion, children's play area (sandboxes, wading pool), more than a dozen rental cottages, a tenting area, large dance hall, tea room and dining room and "a state of the art" fountain with lights and music.

The 1930s saw the amusement side of the park expand with the introduction of a shooting gallery, a miniature railway, pony rides, and miniature golf. The park maintained its popularity during these hard economic times as Calgarians frocked to the park as a form of recreational relief. The dance hall provided entertainment at night for the adults with a five piece orchestra, while other activities catered to children and families.

During the post-war era, the park experienced a period of decline. For example, the cottages were demolished (1946), the swimming pool closed (1959), the dance hall closed (1960), and the multi-purpose fountain was removed (1961). The park began its shift away from Hextalls dream. However, in 1967, the Calgary Zoo, in revamping St. George's Island, transferred its kiddieland inventory to Bowness Park. The kiddieland and concession area has been let out for private operation since that date.

Schools

There are six schools in Bowness: one separate and five public schools. Tne sites are shown on Map 18.

Separate School Board

- Assumption Elementary and Junior High
  7311 - 34 Avenue NW

Assumption Elementary and Junior High School currently serves the communities of Bowness, Montgomery, and Parkdale. The Separate School Board has also designated Assumption as a receiver school for students in Arbour Lake and Valley Ridge. The September 1992 enrollment was 230 students from Kindergarten to grade nine. With a capacity of 550 students, the school is expected to achieve its enrollment capacity as other communities in the northwest develop.

The Separate School Board encourages creative playgrounds and has a policy that guides residents through the process to improve their playgrounds. This includes identification of, and guidance in, grant programs to facilitate playground development.

Calgary Board of Education

- There are five public schools located in Bowness: three elementary, one junior high, and one senior high school. Table 5 compares each school's capacity and its 1992 enrollment.

The following schools also receive students from other communities:

Belvedere-Parkway Elementary School - students from Scenic Acres and Greenwood Village are bussed here.

Bowness Senior High School - students from Scenic Acres, Greenview Village, Silver Springs and Arbour Lake are bussed here.

T.B. Riley Junior High School - students from Scenic Acres and Greenwood Village are bussed here.

Total public school enrolment in September 1992 was 2,589, students while the Calgary Board of Education capacity is 3,138 students.

TABLE 5
CALGARY BOARD OF EDUCATION
SCHOOL CAPACITY AND ENROLMENT 1992

School Name	CBE/or Joint Use Site Ownership	Provincial Capacity	CBE Capacity	Sept. 30/92 Enrolment*	Projection 1991-1995
Belvedere-Parkway Elementary (4631 - 85 St NW) (Grades ECS-6)	CBE	700	525	608	increase due to busing
Bowcroft Elementary (3940 - 73 St NW) (Grades ECS-6)	CBE	525	466	399	remain stable
Bowness Senior High (4627 - 77 St NW) Grades 10-12)	CBE	1500	1275	913	slight increase due to busing
R.B. Bennett Elementary (6305 - 33 Ave NW) (Grades ECS-6)	CBE	400	340	264	remain stable
T.B. Riley Junior High (3915 - 69 St NW) (Grades 7-9)	CBE	590	502	405	slight increase

* Enrolments include ECS and Special Education students

Institutional and Community Facilities

Bowness is well served by a wide variety of community facilities as well as, having easy access to Canada Olympic Park, the University of Calgary, and other regional facilities. The major facilities located within the community include:

1. Bowness Community Association Hall and Sportsplex
(7804 - 43 Avenue NW)

   The Bowness Community Association focuses its recreational efforts almost exclusively toward its young people, and in particular, children's sports. The Bowness Sportsplex provides year-round sports including ringette, hockey, figure skating, baseball and soccer. An estimated 600-700 young people use this facility yearly.

   A teen centre is now operating out of the old community hall.

   Other functions include senior citizens' picnics, and Brownies' meetings.

2. Calgary Public Library - Bowness Branch
(7930 Bowness Road NW)

   The Bowness branch of the Calgary Public Library serves northwest Calgary, including Silver Springs and Scenic Acres. It is located in the Bowness Mall in a 5,000 square foot facility and offers a number of adult and children's programs, such as story times and film evenings.

3. Calgary Health Services - Bowness District Office (6328 - 35 Avenue NW)

   The Calgary Health Services presently provides support and services such as: immunization clinics, parenting classes, and client counselling with community and referral agencies. Calgary Health Services also hosts groups (for example, Native Talking Circles, CPR, parent training sessions). Homecare nurses presently work out of the clinic on a daily basis and the public health nurse attends to the needs of the seniors at the various lodges in the area.

4. Bowness Recreation Centre
(6452 - 35 Avenue NW)

Tennis courts and a playground are located on the Recreation Centre site.

5. Senior Citizens' Facilities

Bowness contains a number of senior citizens' facilities, including:

- Bow Bridge Manor - 3139 Bowwood Drive NW
(102 units)
- Bow Centre Place - 115, 7915 - 43 Avenue NW
(81 units)
- Bow Crest Nursing Home - 5927 Bowness Road NW (150 residents)
- Bowness Senior Citizen's Club - 6452 - 35 Avenue NW
- Elmwood Court - 3607 - 63 Street NW
- Heritage House - 7735 Bowness Road NW

6. Child Care Facilities

Bowness has a number of child care facilities, including:

- Bowmont Community Pre-School - 6452 - 35 Avenue NW
- Bowmont Out of School Care - 4527 - 77 Street NW
- Bowness/Montgomery Day Care - 4615 - 85 Street NW
- Ecole Pre-Maternelle - 7311 - 34 Avenue NW
- Panda Daycare #4 - 3711 - 73 Street NW

7. Clubs

The following clubs are located in Bowness:

- Royal Canadian Legion -7930 Bowness Road NW
- German Canadian Club - 3127 Bowwood Drive NW
- Dutch Canadian Club - 12 Bowridge Drive NW
- Masonic Lodge - 7704 - 39 Avenue NW
- Bowness Ratepayers - 8551 Bowness Road NW
(Boy Scout Girl Guide Association)

8. Churches

Bowness contains a number of churches, including:

- Assumption Catholic Church
  - 7624 - 39 Avenue NW
- Bowness Baptist Church
  - 8103 - 48 Avenue NW
- Bowwood Gospel Chapel
  - 6508 Bowwood Drive NW
- Foothills United Church
  - 3803 - 69 Street NW
- Full Gospel Church
  - 8339 Bowness Road NW
- Jehovah's Witnesses Kingdom Hall
  - 8104 Bowness Road NW
- Shepherd of the Hills Lutheran
  - 8007 Bowness Road NW
- St. Edmund's Anglican Church
  - 8340 - 34 Avenue NW

9. Other

The following facilities serve special needs in the community:

- Simon House Residence Society
  - 5807 Bowness Road NW
- Woods Christian Home
  - 9401 - 48 Avenue NW
- Interfaith Thrift Store
  - 8607 - 48 Avenue NW
- Salvation Army Thrift Store
  - 6532 Bowness Road NW

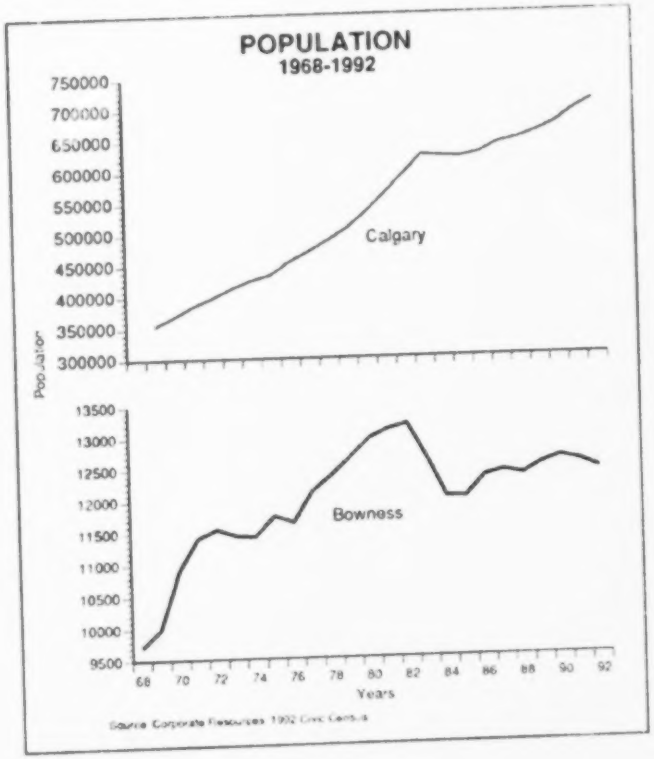
9. DEMOGRAPHIC CHARACTERISTICS

Population

The population of Bowness increased by 25% from 9,709 people in 1968 to 12,110 in 1994. During the same time period Calgary grew from 354,712 to 738,184 (108%). In Bowness the population peaked in 1982, and then experienced a decline until 1986. Since then, the population has increased slightly and has been declining since 1992.

The number of people living in Greenbriar has gradually decreased from a peak of 1,308 people in 1980 to 926 in 1994.

FIGURE 5

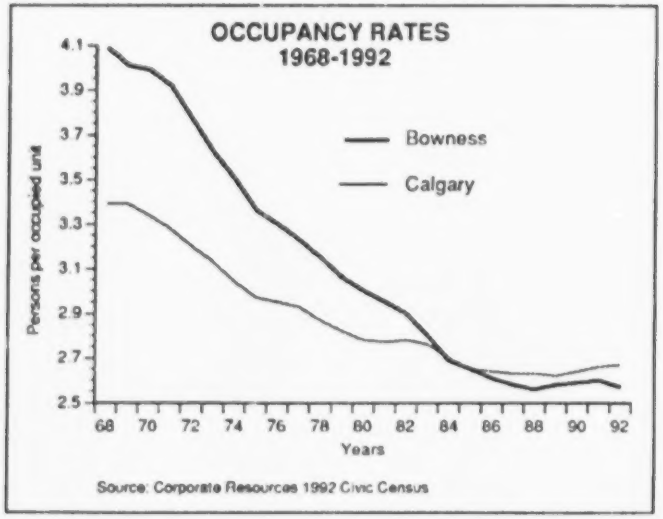


NOTE: The charts (Figures) DO NOT include the Greenwood/Greenbriar area west of 83 Street NW which was added to the ARP in December of 1994.

Occupancy Rates

The average number of people per dwelling unit, in Bowness, decreased from 4.09 in 1968 to 2.57 in 1992. This compares with a decline from 3.39 to 2.67 for Calgary as a whole. Generally, lower occupancy rates are attributable to lower birth rates.

FIGURE 6

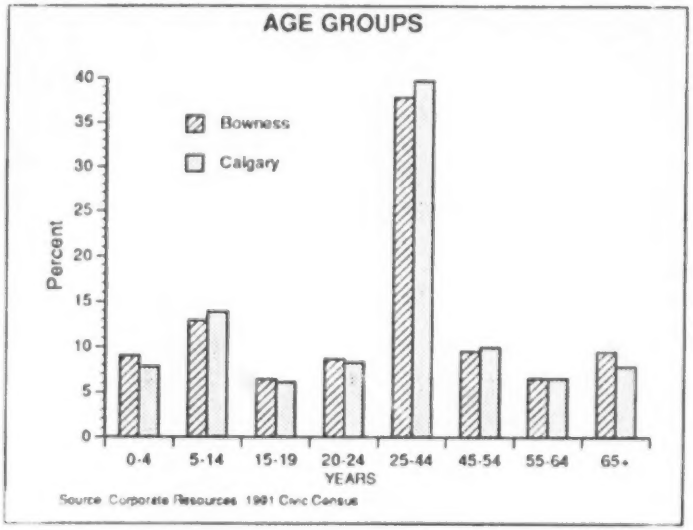


Age Groups

The 1994 Civic Census data on age groups generally illustrates the similarity between Bowness and the city of Calgary. Greenbriar, however has a higher percentage of people over 55 than both Bowness and Calgary. Minor differences are noted below:

Age	Bowness	Greenbriar	Calgary
5-14	13.3%	8.9%	14.1%
25-44	36.9%	32.2%	38.7%
55-64	7.4%	13.4%	6.6%
+65	10.2%	17.8%	8.4%

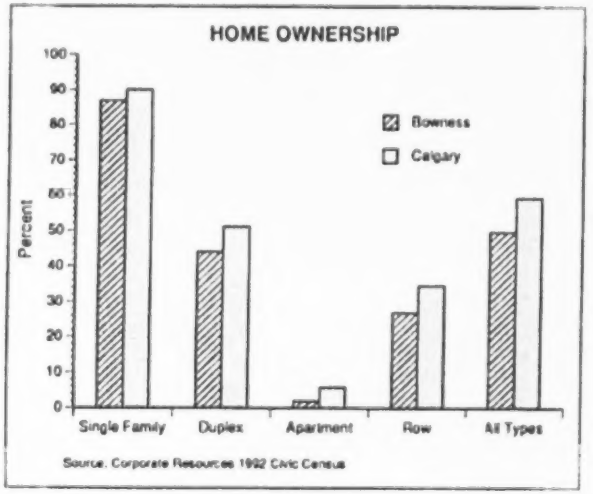
FIGURE 7



Home Ownership Pattern

Bowness has a home ownership rate of 52.7% compared with 62.2% for Calgary. For single detached units, the home ownership rate for Bowness is 87.7%. This compares with single detached rate of 91.2% for Calgary.

FIGURE 8



10. POLICY CONTEXT

Bowmont Design Brief

The Bowmont Design Brief, approved by City Council April 25, 1978 facilitated land use and transportation changes for the communities of Bowness and Montgomery. Specifically in Bowness, to take advantage of NIP designation and RRAP funds, the Design Brief outlined community facility and amenity improvements, general residential land use reclassifications to R-1 to enhance residential stability and delineated R-2 areas in need of rehabilitation and general redevelopment.

Neighbourhood Improvement Program (NIP) and Residential Rehabilitation Assistance Program (RRAP)

Amendments to the National Housing Act in 1973 facilitated a shift away from clearance and urban renewal toward community rehabilitation and enhancement for established communities in need of revitalization. NIP and RRAP were programs designed for public improvements and residential rehabilitation respectively. In Calgary, six inner-city areas were designated and benefited from these programs, including Bowness/Montgomery.

By 1980, in excess of $14 million was spent or budgeted in Calgary through NIP, with Bowness/ Montgomery receiving $2.8 million or 20% of the Calgary share, for local improvements, community facilities, and parks and open space development.

As a RRAP community, modest income Bowness homeowners were eligible for loans up to $10,000 with a maximum forgivable portion of $3,750. In 1977, the first year of RRAP in Bowness/ Montgomery, 168 homeowners received $686,257 in rehabilitation assistance. To date, an estimated $1.3 million in RRAP funds has been spent in Bowness. While the range of items eligible for RRAP funding has been reduced in recent years, there is still some rehabilitation activity occurring in Bowness under the programs.

The Calgary General Municipal Plan, 1978

In 1978, City Council adopted the Calgary General Municipal Plan which is the overall statutory plan for the city.

As noted in the General Plan

> "3.3.61 The implementation of these programs when accompanied by a change in land use classification to a lower density use, provides a major stabilizing force for the retention of viable community characteristics."

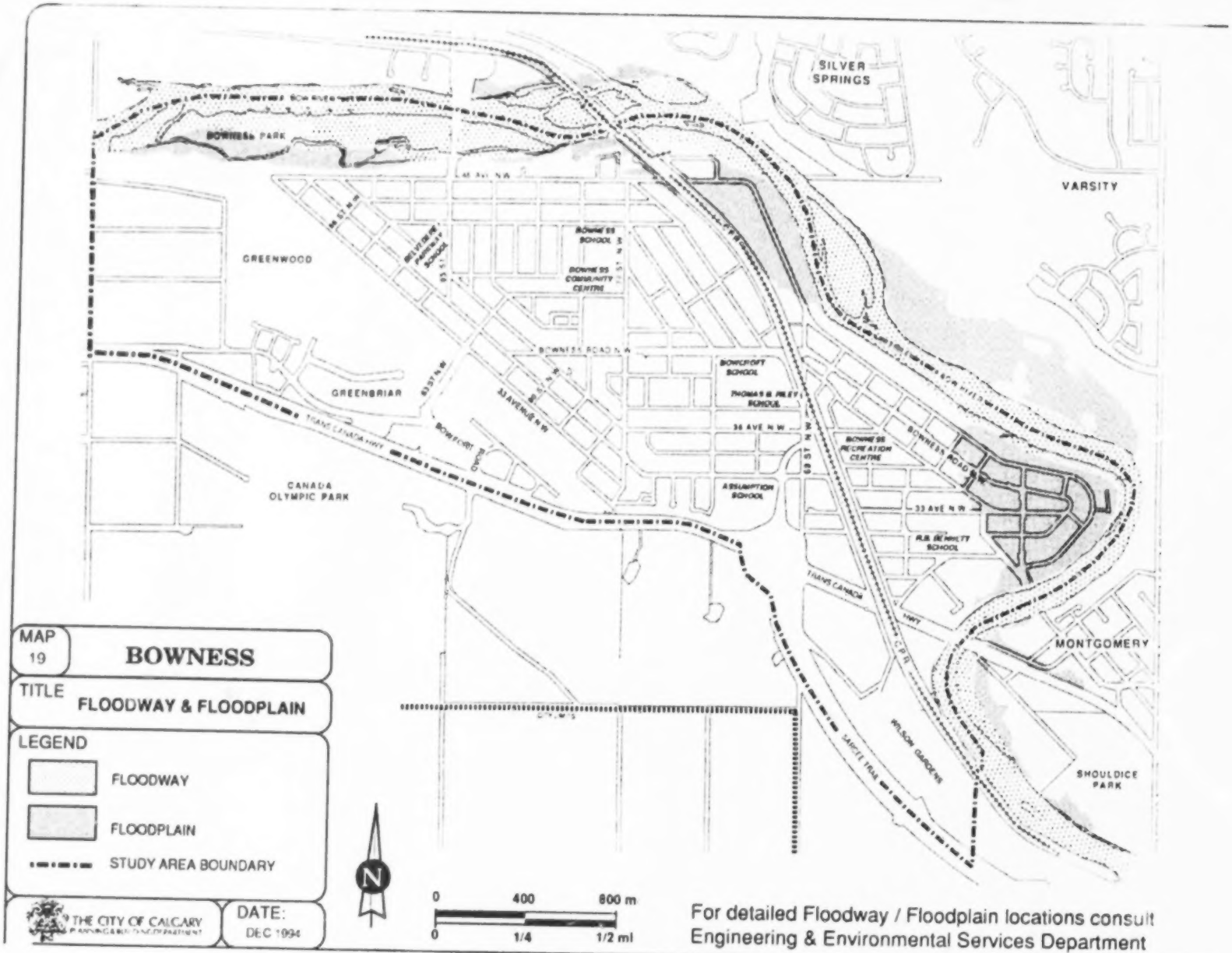
On 1982 January 18, City Council amended this plan to include the following:

> "3.3.61 It is particularly important that the character and integrity of the inner suburbs be protected. For the most part the inner suburbs are stable areas having a housing stock in good condition. Unwarranted intrusions of inappropriate land uses into these areas should be prevented wherever possible...."

The Long-Term Growth Management Strategy, 1986

On 1988 June 20, City Council amended the Calgary General Municipal Plan to include the goals and policies of the growth strategy. The following framework was adopted to manage growth in the "established communities," which includes the community of Bowness.

> "2.7.3.1
> In established residential areas, the City will endeavour to optimize the use of existing servicing systems. Through the local planning process, the opportunities for accommodating population increases will be identified in each community, ensuring that population increases in ways which:
>
> strengthen the role of the community within the built-up area, as defined in local area plans;
>
> contribute positively to the community's quality and image; and
>
> contribute to the existing community fabric and social environment.
>
> 2.7.3.2
> The quality of the physical environment in existing communities is to be improved. To enhance the attractiveness of these communities, Council will consider a program of capital improvements on an annual basis.
>
> 2.7.3.3
> A variety of housing types, to serve the broadest spectrum of housing needs, should be encouraged within the built-up area. Provision should be made for a choice of housing types and living environments so as to provide for various types of populations in the existing communities ranging from unattached persons (i.e., older residents and young adults), couples in their family formation years, middle-aged, and older families. This does not mean that every community district is obliged to provide a mix of housing. Rather, the appropriate mix in any given community district is to be determined through the local planning process while maintaining a city-wide perspective.
>
> 2.7.3.4
> Where deemed appropriate, the relocation of low intensity, functionally obsolete or incompatible land uses within existing communities to more suitable peripheral locations, should be encouraged. Infill redevelopment, which will result in more efficient use of land and services suitable to local conditions, should be encouraged."



For detailed Floodway / Floodplain locations consult Engineering & Environmental Services Department

Calgary River Valleys Plan/Floodway/ Floodplain

The Calgary River Valleys Plan, approved by City Council in 1984, includes rules to control development in the floodway/floodplain and the following objectives:

- to maintain and enhance the distinctive characteristics of the riverine environment;
- to encourage harmonious and diverse uses adjacent to the rivers and their tributaries;
- to develop the rivers/creeks and valleys as a focal point of year round recreational activities and to promote awareness of the river system as related to the overall development of the city;
- to minimize loss of life, threat to health and to reduce economic loss by flooding;
- to minimize economic or social hardship upon any individual or community in realizing the plan objectives.

The floodway is the river channel and adjoining lands that would provide the pathway for flood waters and the floodplain is the lands abutting the floodway that would be inundated by floodwaters in the event of a flood of a magnitude likely to occur once in one hundred years.

The rules to minimize loss of life and reduce damage caused by flooding were incorporated into Section 19.1 of the Land Use Bylaw 2P80. These Floodway and Floodplain Special Regulations are to be adhered to for development in the areas shown on Map 19. Generally these regulations are more restrictive for new developments other than single-detached, semi-detached or duplex dwellings.

In order to prevent winter ice jam flooding, dykes were constructed in the 1950's on private lands extending along the southern banks from Shouldice Bridge to about 62 Street NW. Any alteration or removal of these dykes must be undertaken to the satisfaction of the City Engineer.

Unsightly Property

Bowness residents have identified unsightly properties as an issue of particular importance. The following two bylaws address this issue.

1. The Existing Building and Property Standards Bylaw, 1991

   On 1991 November 18 City Council passed Bylaw #23M91, The Existing Building and Property Standards Bylaw, which replaced the Minimum Maintenance Bylaw. The new Bylaw provides stricter property maintenance regulations, enforcement and improved appeal procedures. This Bylaw is administered by the Property Standards Rehabilitation Section of the Planning & Building Department.

2. The Unsightly Premises Bylaw, 1993

   In July of 1993, City Council passed Bylaw #39M93, The Unsightly Premises Bylaw. The purpose of this Bylaw is to prevent the existence and proliferation of property characterized by a visual evidence of a lack of general maintenance and upkeep by, for example, the excessive accumulation of such things as garbage, gravel, unlicensed vehicles and yard material. This Bylaw is administered by the Bylaw Enforcement Division of the Engineering & Environmental Services Department.

11. ARP PLANNING PROCESS

The Bowness ARP process began in April of 1990 with a survey which was distributed to 4,851 households and businesses in Bowness. The survey and an open house, held in May 1990, provided an opportunity for people in Bowness to identify their concerns and to volunteer to work on the preparation of the ARP.

The volunteers formed the Community Planning Advisory Committee (CPAC). The CPAC, which included residents from various areas in Bowness, Community Association representatives and business people met 48 times (as of June 30, 1994). The CPAC has played a positive role in the planning process by providing valuable assistance to the planning staff in identifying issues and suggesting solutions.

The planning process has also included transportation related surveys (for example, partial closure of 48 Avenue at 85 Street), consultation with business owners, residential rezoning surveys and issue specific meetings.

12. ISSUES AND CONCERNS

The issues and concerns detailed in the ARP came from the public participation process conducted in conjunction with the preparation of the ARP. The information was gathered through open houses, meetings, questionnaires, opinion surveys, traffic studies, and discussions with the Community Association, the Community Planning Advisory Committee and the Ward Alderman, property owners and business people.

The following is a summary of important issues and concerns:

- General Community Issues:
  - Infill Design Issues
  - Illegal Duplex and Fourplex Uses
  - Property Maintenance/Appearance
  - Seniors' Housing/Services Needs
  - Crime and Police Protection
  - Socio-Economic Concerns
  - Additional Sporting Facilities
- Commercial Related Issues:
  - Declining Commercial Areas
  - General Maintenance/Appearance
  - Need for a Greater Variety of Retail Uses
- Open Space Related Issues:
  - General Parks maintenance
  - Control/Policing of Bowness Park
- Transportation Related Issues:
  - Traffic Infiltration and Short-Cutting
  - Parking Inadequacies in the Bowness Commercial Strip Area.
  - Road Maintenance/Repair
  - Ring Road Priorities - Future Stoney Trail Impact
  - Greenbriar Subdivision Access
  - Bowfort Road/83 Street Realignment Impact

A number of the issues identified by the Bowness residents during the ARP process were also identified in the 1978 Bowmont Design Brief. These ongoing issues include:

- concern with illegal suites
- need for general upgrading of the Bowness Road commercial area
- want more owner-occupied dwelling units
- problems with shortcutting through Bowness to Silver Springs

Bowness Community-Wide Traffic Study

This study was undertaken as part of the ARP process. The following three transportation issues were identified by Bowness residents as primary concerns.

Traffic Shortcutting - Traffic shortcutting, through Bowness to Silver Springs and elsewhere, is a concern, specifically westbound traffic on 48 Avenue NW to northbound on 85 Street NW. Partially closing 48 Avenue to turning traffic onto northbound 85 Street, was recommended by the Transportation Department in September 1991 and is now in place.

83 Street/Bowfort Road/Greenbriar Access - Another concern is the potential for increased traffic through Bowness as a result of partial right-of-way and alignment changes. Specific concerns are increased traffic along 83 Street into Bowness, the proposed 83 Street realignment, and possible interchange improvements at Bowfort Road and the Trans Canada Highway.

Ring Road Priorities - The construction of Stoney Trail, connecting Crowchild Trail and the Trans Canada Highway has recently been established as a priority by the City. Given the limited number of rivers crossings in northwest Calgary at this time, the construction of Stoney Trail would be welcomed by Bowness residents as a solution to the increasing traffic on the 85 Street bridge. A construction date has yet to be determined.

APPENDIX I

BOWNESS ARP SURVEY RESULTS SUMMARY

The Planning & Building Department conducted a survey of Bowness residents in April 1990. A total of 4,851 surveys were distributed by mail drops in the community. Of those distributed 660 responses were received representing at 14% response rate. The following represents a summary of the survey responses.

A. General Characteristics:

- The majority of respondents (56%) have lived in Bowness 10 years or more.
- The majority of the respondents (67%) live in single family houses.
- 75% of the respondents own their dwelling.

B. Comments and Issues:

- When asked whether or not they intend to stay in Bowness, 80% responded "yes", and only 5% indicated that they want to move.
- When asked why they would move from Bowness, the most frequent responses were "need a larger home" followed by "noise" and "poor appearance of neighbourhood."
- When asked what they like about living in Bowness, the most frequent response was "close to parks", followed by "good access to downtown", "quiet neighbourhood", and "affordable housing."

Parks

- Bowness park is by far the most frequently used park in Bowness, Belvedere Parkway School is a distant second.
- 47% of the respondents indicated that improvements are needed to existing parks, while 33% said no improvements are necessary.
- The most frequent improvements suggested for Bowness Park were the control of loud music/ stereos, the control of alcohol/ drinking, upgraded rides and the banning of cars.
- For other parks, respondents indicated the need for improved litter/garbage pickup, maintenance, updating of equipment and additional facilities. Control and cleanup of dogs were also frequently mentioned.
- When asked if other recreational facilities should be provided, there was no clear response as 30% said "yes", 25% said "no" and 29% were "undecided."

- Other recreation facilities suggested for Bowness were a gym/fitness/leisure centre, swimming pool, tennis courts, and extended pedestrian/cyclist paths.

Neighbourhood Services

- When asked whether additional neighbourhood services should be provided, many responded "no" or said existing services are "ok". However, a number of services were listed including a grocery store, seniors housing or nursing homes, and new or improved shopping facilities.

Roads/Traffic

- Survey results indicated that road/alley maintenance, repair and paving are major concerns in Bowness. Parking problems and problems associated with traffic cutting through, to or from communities to the northwest were also frequently noted. Specific problems referred to include poor roads and congestion around Sunnyside Greenhouses, traffic on 85 Street and the intersection of 85 Street and 48 Avenue.

C.P.R.

- The C.P.R. line was noted by many respondents as a major issue in Bowness because of the speed, whistle, vibrations, noise and general hazard to safety including people using the bridge over the river.

General Community Issues

- Property maintenance was the most frequently mentioned general community issue, followed by illegal developments, crime/break-ins/ vandalism, and the number of rental/multi-family units. Control of animals and the community's poor image and reputation were also seen as major issues by many residents.

- The clientele and appearance of the Bowness Hotel was noted as an issue by a few respondents, as were problems with garbage and litter at the shopping mall. The appearance and upkeep of the other commercial areas were also noted as a concern.

Suggestions to Deal with Problems

A number of respondents provided suggestions to deal with some of the problems in Bowness, including:

- Enforce bylaws regarding property maintenance, litter, weeds, animals.
- Pave/upgrade roads.
- More police patrolling.
- Cleanup campaign.
- Stop illegal developments.
- Construct alternate route to northwest.
- Install traffic lights to replace 4 way stop signs.

13. COMMUNITY POINT OF VIEW

Submitted by the Citizens Planning Advisory Committee (CPAC) March 13, 1995.

This section identifies concern and makes recommendations which may differ from the Planning Department. These comments are the view of the Community and are included to make City Council aware of the varying points of view.

Introduction

The town of Bowness was annexed and became part of the City of Calgary in 1964. Through the Bowmont Design Brief, approved by City Council April 25, 1978, some organized approach to rezoning, commercial, and recreational development has taken place. However, it has been noted that many of the concerns expressed then are still unresolved and very relevant to the concerns of today.

In the near future the community will feel more internal development pressures, the development of new surrounding communities, increased traffic pressures, and many external pressures that will affect the very survival of this Community.

It is our mandate to maintain the unique small town atmosphere that has generated the quality of life that the community residents share. Therefore we make this presentation to identify some critical issues which either have not been dealt with elsewhere or differ from the Planning Department opinion.

Environment

Due to the geographical setting of Bowness, between the river to the North and the escarpments to the South, and surrounded by the fastest growing areas of the City, there are many potential hazards.

A. The material contained on the blue pages 11 through 14 of this document should have been included in the environment portion of the white pages of this document. We feel these items should be part of the planning policy and not considered background information.

B. Maps of existing and proposed storm sewers of surrounding communities should be included in this document. Because these systems either pass through the community or empty into the river upstream or within our boundaries, we want more information as to our potential hazards. This process should include monitoring of silt levels and pollutants entering the river from storm drains in the area of Bow Crescent, Bowness Park, and Wilson Gardens.

C. 1) Groundwater contamination potential in the Wilson Gardens area from past residential and commercial uses must be assessed and remedial action taken where appropriate.

2) Potential of groundwater contamination from new surrounding developments should be assessed. As this community is the lowest elevation in the region, and we have already experienced problems from drainage changes caused by external development, it is critical that this issue be considered.

D. Damage by drainage and overland flooding to the community, escarpment, and flood plain areas must be minimized during the designing, planning, and development of surrounding communities. This process must include monitoring and assessment of the impact future development will have on river levels.

E. The citizens of Bowness are very concerned about the quality of water in the Bow River. We request the City to appeal on our behalf for regular testing and public reporting of water quality.

F. We believe that Canada Olympic Park could be a potential source of contamination to Bowness. In the recent past parts of Bowness have been flooded due to runoff from this area. Storm sewer work has been done to alleviate this problem. Also, we feel there is a potential for air contamination resulting from the refrigeration plant at the Park containing an extremely large amount of ammonia (approximately 150,000 pounds). There are safety precautions in place falling under the jurisdiction of the Province of Alberta's Environmental Protection and Enhancement Act, regulated through the license to operate #93-AL-007 pursuant to the Act.

The license to operate prohibits the licensee (operator) of the plant to emit an air contaminant that can cause:

a) the impairment, degradation, or alteration of the quality of natural resources;

b) material discomfort, harm or adversely affects the well being or health of a person;

c) harm to property or to plant life or to animal life.

However, no one can guarantee the absolute safety of equipment or eliminate the possibility of human error. The Bowness Community is geographically lower than C.O.P. and directly adjacent to it. We feel a study of the potential danger should be done, and an emergency evacuation plan drawn up for the community and made available to the residents.

G. We are opposed to helicopter traffic to and from C.O.P., and the proposed Gimble Health Center.

H. Public participation of the Community must be involved with the environmental study and management of the Douglas Fir Slopes area (west of Bowness Park) for the preservation, protection, and conservation of this environmentally sensitive area in its natural state.

Transportation

Through the ARP process we have identified many traffic and parking concerns that have not been dealt with yet. We, therefore, request a firm commitment to a comprehensive community wide transportation study so that we can work together with the Transportation Department to mitigate the problems identified.

A. Future developments proposed adjacent to the community should contain traffic designs that direct traffic around Bowness so as to minimize the impact on residential streets. We should be consulted on future adjacent developments so problems can be prevented wherever possible.

B. Any new developments proposed within the community must reflect transportation restraints (refer to page 21 white pages).

C. Trigger mechanisms of vehicle per day capacity should be set on roads used for shortcutting from other communities. When limits are exceeded, appropriate traffic restrictors shall be installed.

D. Road widening setbacks:

   a) Road widening setbacks should be removed from the Land Use By-law 2P80 (83 Street from Bowness Road to 33 Ave. and 85 Street from Bowness Road to 48 Ave. NW);

   b) Setbacks should be removed from the Main-Street Commercial and replaced with the points from page 34 (white) of this document:

"2. New buildings, where possible, should be built to the front property line with the doorway recessed; building setbacks should approximate a common setback from the carriageway to facilitate continuity fronts and sidewalks;"

In light of this policy the last paragraph on Page 63 (blue) should be amended to note that setbacks are not required. A consistent streetscape is the recommended policy.

E. We request that roadways be re-classified. Page 35 (blue) identifies present status. The only "Major Road" in the community is Bowness Road from the Shouldice Bridge to the 85 Street Bridge. All others listed in that category should be amended to "Collector Street" status as this would more closely reflect the use and current state.

F. The Transportation Implementation Policy Item #3 on Page 21 (white) of this document needs to include all points contained on Pages 40, 41, and 43 (blue) Items #5 and #6 regarding "Traffic Control Program" and "Bikeways and Pathways." We would like these issues to be given a speedy resolution.

The following additional two items must be included:

a) 85 Street north bound roadway modified to provide one left turn only lane and one through lane at 48 Ave.

b) Install guard-rails along west and east side of Bowness Road at 85 Street due to high traffic volumes, and the proximity of the curve to the school and day care center.

G. *"As is well known, the Community Association and other interested groups in the community have, on many occasions, at public hearings at City Council and at other public hearings, objected to and opposed the extension of the Sarcee Trail through Bowness. All of that is a matter of extensive public record. However, to bring the matter up to the present time, we are also on record as objecting to the fact that the Northwest Road Study was terminated before it was fully completed. In other words, we feel that the prescribed impact and/or environmental studies should have been completed for both the Sarcee and Shaganappi corridors in order that Council and the local citizenry would have some*

sound information on which to base any decision on those two corridors." This excerpt has been taken from the Bowmont Design Brief Community Point of View. These statements are still relevant. The residents of Bowness and other interest groups have continued to oppose the Sarcee Trail Extension and have demonstrated over and over again, an almost unanimous appeal against this development including open houses relating to this ARP process.

The Go-Plan has not demonstrated that any significant benefit to regional traffic flow would be achieved. The expressway would certainly destroy the continuity and quality of life of this community.

The citizens of this community have lived under this threat far too long. Once and for all the issue has to be declared dead. We recommend that the protected right-of-way be dropped. Lands currently owned by the City should be sold so they can be renovated or developed. The right of first refusal to purchase the land should be given to the current occupants or users. Reference to this extension be deleted from future traffic documents and planning maps.

H. 83 Street, Bowfort Road, TransCanada Intersection

The Bowness Community has historically opposed any plan to upgrade the section of road encompassing 83 Street, Bowfort Road, and the TransCanada Highway. In 1991 several optional plans were designed to incorporate access to the Greenbriar Subdivision located between Greenwood Village Mobile Home Park and TransCanada Highway. There were several public meetings held at that time. Residents overwhelmingly agreed that they wanted no access from Bowness to the new Subdivision and that they supported access only from the West and/or directly to TransCanada Highway at some point adjacent to the site.

a) It was a clear statement that residents oppose the concept of a grade separated interchange at TransCanada Highway at 83 Street and Bowfort Road. Only minimal upgrading was marginally acceptable. A compromise between the City and the Community was reached at TTP91-56, which adopted the plan known as "Modified E2."

With the proposed Gimbel Health Center for the Greenbriar Subdivision in a planning state, we want to assure that this "Modified E2" plan is the option included in the site access conditions. We would object to any types of traffic control devices, other than a southbound stop sign at 83 Street and Greenbriar Boulevard. We oppose any upgrading of 83 Street. We recommend that an alternate access/exit to Greenwood Village Mobile Home Park be facilitated through the Gimble Health Center.

(Map of modified E2 be included here.)

b) With the construction of the Stoney Trail Bypass, it is expected that shortcutting traffic will be reduced. Also, the proposed Health Care Centre for Greenbriar will reduce the volume of traffic from that predicted in previous residential designs. These influences would support deleting the proposed Bowfort Road Interchange as shown in the TransCanada Highway West Functional Planning Study (1983), and redesignating this corridor to Collector Status.

It has been noted on Page 38 (blue) that Council has already dealt with and approved the recommendation in Report TTP91-56. This item should be included in the white pages and form part of the planning policy. The next paragraph concerning redesign should be stricken from this document.

The Bowness community heavily supports the construction of the Stoney Trail By-Pass to relieve the North-South cut through traffic condition. We support the concept that traffic travelling North-South across the Bow River would be encouraged to use Stoney Trail and collect on Crowchild Trail and TransCanada Highway for distribution East-West. This concept supports traffic commuting from the West would be encouraged to use Stoney Trail for the northerly flow and Sarcee Trail for the southerly. This distribution would make the concept of the Bowfort Interchange obsolete.

We request that reference to the proposed Bowfort Road Interchange be deleted from all future traffic documents and planning maps.

I. Environmental limits have been set on many roads in Bowness. We oppose any increase of present environmental limits on these roads. All roadways Major, Collectors, etc. are primarily running through or adjacent to residential properties. Traffic pollution is a very large concern in all major North American Cities and we want constraints in place to avoid conditions that exist elsewhere.

Residential Land Use

The Bowness Community is a low density residential area consisting primarily of single family dwellings, which subscribes to the Small Town atmosphere which we consider our quality of life.

We approve the use of the "Low Density Residential Infill Housing Guidelines" as a reference guide. However, additional criteria are required to determine what is acceptable in our community. Large areas of Bowness have been permanently damaged by insensitive redevelopment.

The community has a large stock of quality housing that is economically renovatable. However, we recognize that there will be infill development. We want developers and the Planning Department to incorporate the following guidelines in their plans. These guidelines should have been included in the white pages of this document as part of the planning policy. We note that these guidelines have been included in the planning documents of other communities (e.g., Ramsey, Forest Lawn, Forest Heights/Hubalta).

A. New developments should be compatible with the scale and form of existing and adjacent homes.

   The Approving Authority shall ensure that new developments, or renovations/additions to existing buildings, contain the same standard or quality of fascade treatment or of landscaping treatment as is evident in the best examples of local development.

B. Front yards should be used as landscaped areas and not for parking or passenger drop-off areas, except where there is no rear lane.

C. When redevelopment on small lots is considered, to enhance the use of the rear yard as a private amenity space, garages should be located within 9 metres of the lane to prevent tandem parking on long driveways.

D. Private outdoor amenity space should be located in the rear yard where possible. Where this is not possible, such spaces should be screened from public view through the use of landscaping and/or fencing which is compatible with the neighbourhood style.

E. New development should be carefully evaluated for adjacent rear yard privacy problems where building height, raised deck height and orientation, and rear yard setback differences contribute to overlooking of neighbours back yards.

F. Existing mature vegetation should be maintained. Tree planting should reflect the streets traditional major tree type and placement.

G. Mirror image infills should be discouraged, unless there is a substantial fascade treatment to give the illusion of different design.

H. Re-subdivision of existing lots should respect the general development and subdivision pattern of adjacent streets with respect to parcel size, dimension, and orientation.

I. In addition to the requirements under the Land Use By-law, accessory building design should be sensitive to the existing principal dwelling on the site.

J. We support enforcement of By-law #23M91 "Existing Building & Property Standards By-law."

K. If future redevelopment of Greenwood Village Mobile Home Park be proposed, such design must restrict height of buildings and stagger development back from the edge of the escarpment to prevent intrusion on the privacy of residents below and to minimize the overall visual impact to the community below. Lighting should be designed to minimize visual pollution to the lower residents.

L. Large areas of Bowness are currently zoned R-2. Many owner occupied homes in these areas have expressed a desire to downzone to R-1. The Planning Department does not want to proceed except on a block wide basis. We request the Planning Department work with the community on this issue to resolve it to the satisfaction of the majority of residents on any given block.

The following areas to be given first consideration:

1) That area south of Bowcroft/T.B. Riley School site, bounded by 37 Avenue on the north and 69 Street on the east.

2) The block facing Bowness Road on the South, 79 Street on the East, and Bowglen Road on the North.

3) Those blocks located North of and immediately West of the Bowness High School.

M. Bowness has a variety of Social Housing which is in excess of City averages. We oppose further development in the Community. Exception may be considered for those types not already existing where there is a recognized need in this Community.

Commercial Land Use

A. Bowness currently has a wide variety of commercial uses in effect. We encourage the establishment and continuance of businesses who are interested in the betterment of the community.

B. We recommend the design and signage requirements proposed for the mainstreet area should be applied throughout the community.

C. We oppose commercial uses associated with high crime activities such as drinking establishments in excess of 50 seats, private clubs, strip-tease bars (entertainment establishments with strip-tease entertainment), and pawn shops.

D. The commercial/residential interface should be improved by the use of soft landscaping, screened parking, and fencing.

E. Identification signs should be compatible with and blend into the scale and design of the building. The signs should be located in the sign band, or should be of a canopy type. Whichever is in predominance on adjacent buildings.

F. The community recommends that a height restriction of 40 feet should be in effect in all areas of the community.

G. If any future development plan for the Bowness Mall is proposed to include a residential component as suggested on Page 38 (white) Item 3, the approval/ opposition of the community can only be granted by a resolution of a public meeting and the majority vote of adjacent residents.

H. Any commercial uses on the top of the escarpment must ensure that any movement, whether clearing, removal, or storage of snow, soil, or other debris must be done in such a way to prevent spillage over the edge of the escarpment.

Industrial Land Use

Most of our continuing concerns with respect to Industrial use falls in that portion located adjacent to the escarpment by Bowfort road.

a. We support only low traffic generating uses.

b. Clause H of Commercial Land Use above regarding clearing practices also applies here.

c. Redevelopment including structures and parking areas must provide a geotechnical and a hydrology study. Such development must not interfere with the natural drainage of rainwater on the escarpment so as to be certain not to interfere with the quality and quantity of foliage on the side of the escarpment. Overland flooding of the escarpment must be prevented.

Parks and Open Space

A. While recognizing that Bowness Park is classified as a regional park, no one can have any doubt that it is an intrinsic part of life in Bowness. The history of the community and the park are closely linked from the earliest days, one depending on the other for existence. While Bowness residents are happy to share the park with Calgary as a whole, it must be recognized that the high usage of the park seriously affects the residents. In the future any decisions as to the direction of the park must be done in consultation with the community and adjacent residents. We recommend any boards, committees, organizations or non-profit groups that are stuck to decide the future of the park should have a fifty percent base of Bowness residents.

B. Policy 8 on Page 53 (white) of this document first sentence should be deleted and replaced with "Parking in Bowness Park should not be expanded." We oppose any reconfiguration.

C. "Context" Section of Page 51 (white) incorrectly states the common practice for calculating recreational and open space. It is commonly accepted that adequate open space in Wards 7 and 8 (inner city communities) is 1.5 ha./1000 residents. However, in all other areas the Calgary General Plan is the accepted standard being 2.2 ha./1000 residents including joint-use sites.

Based on the calculations supplied on Page 51 (white) Bowness only has 2 ha./1000 residents. Even including all joint-use sites we are well below the City standard. This shortage is somewhat relieved by the close proximity to Bowness Park.

The text from Page 31 of the Bowmont Design Brief captures the essence of the problem then and now. The main concern is as stated:

> *"Only if joint-use sites are included in the calculation of open space is there adequate space in terms of the City standard..."*

D. We recommend no further thought be given to a river pathway on the south side of the river. We feel a pathway here would be neither technically feasible, or desirable, or needed by the residents of Bowness. Almost all of the land required is in private hands. The residents have continuously shown they have no inclination to sell. Bowness is already well served by a system of pathways. We would hope that the Parks Department can finally be persuaded this pathway is not appropriate.

Schools

If any school sites are declared surplus or become available for sale, before this land can be allocated for other uses or disposed of, a study of the open space/green space in the community must be completed and adequate lands be retained to maintain PE reserve at City wide standards.

As indicated above in the "Parks and Open Space" section, the Bowness community falls significantly below the City standards for open space without School sites.

Conclusion

This document has many positive recommendations which will help to preserve and enhance Bowness as a desirable place to live. Our mandate continues to remain a predominantly low-density residential, single family, owner occupied community with a small town atmosphere.

We appreciate the five years of work which the various City department personnel have contributed, especially from the Planning Department, who contributed many late evenings. We have also had a great deal of help from the Transportation Department and other City departments. And of course our Alderman, Dale Hodges was of immense help.

However, we have identified some serious issues which have not been resolved. Many of these issues were identified in the Bowmont Design Brief in 1978, but are still unresolved, and of concern to the community. We would hope that in the future a serious effort be made to finally bring these issues to a satisfactory conclusion. The most serious issues are:

- transportation, internal and external
- environment
- development

These three general issues must be resolved if we are to assume that Bowness will or can continue to exist as a viable residential community. We do not believe that any community is expendable in terms of the wishes or needs of the "city at large," and it is our position that Bowness should not be treated as such.